

ATLANTA

YESTERDAY·TODAY·AND·TOMORROW



By JOHN R. HORNADY



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ATLANTA

Yesterday, Today and Tomorrow

BY

JOHN R. HORNADY

AUTHOR OF

THE BOOK OF BIRMINGHAM

THE EDITORIALS OF J. R.H.

ETC., ETC.



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FOREWORD

Should this work upon the city of my childhood and youth fail to be as complete as one might desire, let me plead in extenuation that scores of those to whom I wrote requesting information upon organizations, institutions and movements, failed to respond. I trust, however, that enough information and enough interest attaches to the work to make it worthy of the attention of the reader and worthy of the great city it seeks to mirror.

To the many who extended their cordial cooperation in the accumulation of the material herein contained, I am sincerely grateful.

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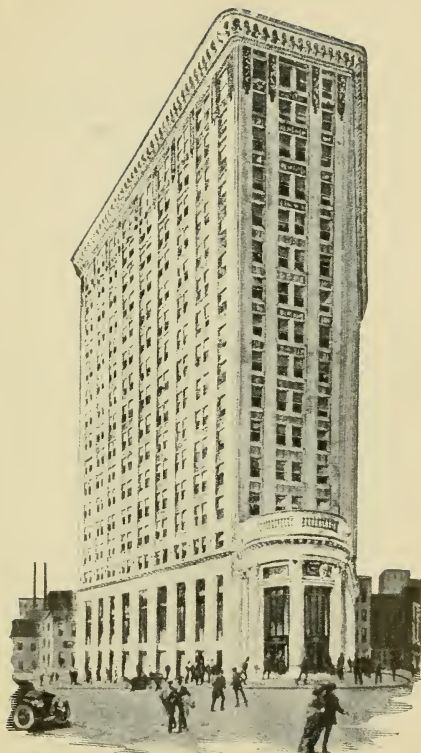
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THE HURT BUILDING, TYPICAL OF ATLANTA'S
MANY MAGNIFICENT SKYSCRAPERS

ATLANTA

Yesterday, Today and Tomorrow

By John R. Hornády

CHAPTER I.

LAYING THE FOUNDATIONS

IT seems more than passing strange that Atlanta, where the Sherman war machine attained the maximum in destructive force, should have become the most dynamic power in the rehabilitation of the South; that a city which was fed to the flames in times of internecine conflict, should have become as a shining light, leading an exhausted and impoverished people into peaceful conquests out of which came wealth and happiness undreamed.

Sherman, when he had driven back the ragged and exhausted forces which fought for the defense of Atlanta, found here something that was impervious to shot and shell and flaming torch—a spiritual something that lived and loved and hoped and wrought when ashes filled the nostrils and scorched the feet and no green thing seemed to hold out hope of a brighter and happier day.

Strange, too, that the very thing which caused the war clouds to burst upon Atlanta with the

utmost fury, should have proved the mainspring of her rehabilitation. Yet it is so. This flaming spirit of faith, this inextinguishable hope, this unalterable purpose to achieve, made Atlanta a center from which radiated the impulses that kept ill-equipped and exhausted forces fighting on and on as long as one ray of hope remained. And because it was such a center, it was marked for the maximum of punishment. That which furnished so much of hope and of material assistance must be destroyed utterly. So Atlanta was reduced to ashes. But a vain thing it was, for that which it was sought to destroy was indestructible, then as now. The Atlanta Spirit survived, and the influence that had wrought so much in promoting the cause of the Confederacy, became a mighty factor in the amazing restoration which was to follow.

The world likes to see the ideals and purposes of a people epitomized in an individual, and Atlanta has been fortunate in that it possessed a son through whom the guiding impulses of its heart—and the heart of the South, for that matter—were so visualized that the whole nation understood. Henry Grady vocalized and visualized these impulses with a clarity and a beauty that thrilled hearts that had been unfeeling and caused the scales to drop from the eyes of those who had been unseeing. Close enough to the Old South to feel all the sweetness and tenderness of its softer moments, and to know all the sternness and gallantry that characterized its conflicts, and close enough to the New South to sense every impulse by which it was stirred; having the gift

of prophecy and the tongue of golden speech, Grady revealed Atlanta and the South as he revealed himself—devoid of bitterness because of the things that had gone before, and filled with a great and just pride because of the things that were and which were yet to be.

A stalwart figure was Grady, and every fibre of his being was vibrant with the purpose to translate into actuality his own dreams of a South vastly enriched through the development of its marvelous resources. And his dreams and his purposes became the dreams and purposes of a mighty people, with results that fairly stagger the imagination.

In this determined application to the task at hand; in this tireless work of improving every advantage, Atlanta took a leading part, and its own development into one of the greatest among Southern cities was the just reward of spirited endeavor.

Yet, while Atlanta is of the South and proud of it, there is a difference, indefinable but real. Some, sensing this difference, and feeling the impulse of its virile commercial life, have endeavored to identify it and to tag it. Hence the expression one hears now and then that Atlanta is "the New York of the South." But this does not describe it, though one might construe the statement as a delicate compliment to the Empire State metropolis. True, there is some resemblance between the business section of Atlanta and down-town New York, the height of skyscrapers being emphasized by the narrowness of the streets, and the congestion being emphasized

by the same cause, but cities are not made of streets and sky-scrapers alone, and in its spiritual aspects, there is a wide difference between the great Northern city and its some-times name-sake in the South.

The average New Yorker is well satisfied with his city—and vastly ignorant of what it contains. The average Atlantan is merely gratified with his city and will not be satisfied until it becomes one of the world's greatest centers of population. Moreover, he knows his city and is never quite so happy as when telling someone of its greatness, past, present and potential. His love for his city is deep and fervent and his pride in it is not a thing to be whispered. It is something to be shouted from the housetops, and it has been shouted so loudly and so frequently that its echoes have penetrated to the most distant and the most obscure points in the South, with the vibrations thereof extending even into the North and East and West.

The impulse which prompts a citizen of Atlanta to let the world know what a great city is his, has been named, not by the people of this community, but by observers on the outside, and it is known as the "Atlanta Spirit," a term the traveler through the South will encounter at almost every turn. Let him attend a meeting of some civic organization in any Southern city, where an effort is being made to accomplish something constructive, and the chances are about ten to one that before the meeting is over, some one will arise to suggest that "If we had the Atlanta spirit we could put this over in a jiffy."

Thus is tribute paid to Atlanta throughout the length and breadth of Dixie, and thus Atlantans have created an asset that the self-satisfied Gothamite well might envy.

It is this spirit, inextinguishable and all-pervading, that gives Atlanta the atmosphere that stamps it as different. Nor can one inhale this atmosphere without feeling some of its contagion. The "why" of it provokes inquiry, and one cannot inquire about the things that make Atlanta great without receiving a strong impression of their permanence. Atlanta has a number of assets that are slow to change. Its topography is delightful, its climate most desirable, and its geographical position such that it will ever occupy a commanding position as a commercial and financial entity.

Atlanta measures its length and breadth along a ridge that forms the dividing line between the Atlantic ocean and the Gulf of Mexico. This ridge is gently undulating, lending itself most admirably to the arts of the landscape architect and the builder of boulevards, and furnishing alluring settings for homes, many of which are truly palatial.

It is to this ridge, which at this point is elevated more than a thousand feet above the sea, Atlanta attributes its remarkable freedom from disease, since it not only furnishes excellent drainage but lifts the city into a bracing atmosphere. In this connection, it is worthy of note that Atlanta furnished a shining exception in the old days when yellow fever so often carried terror into many parts of the South. Atlanta was ever a

haven for refugees who were fleeing from the cities farther South, and here perfect immunity was found. The reason for this immunity was not then known, as the fact that the mosquito was responsible for the spread of this disease, had not been discovered, but the fact that the gates of this city were ever open to the refugee and that the disease could find no foothold here, gave it an enviable prestige.

Only those who witnessed the scenes of terror that attended a violent outbreak of yellow fever in those old days can appreciate what it meant to have a haven of refuge open somewhere in the South. The moment the disease made its appearance people in the affected sections would begin to flock North. Every train would be crowded to the doors, chiefly with women and children, and all along the hot and dusty way these trains would be greeted by guards; guards who sternly forbade any one to leave the cars and who, in many instances, required that the windows and doors of all cars be kept tightly closed while the train passed through the community. Armed guards, these were, and grimly determined to prevent the landing of a single pilgrim from the land of plague.

Then the train reached Atlanta, and what a change! No guards, no rules against alighting and making oneself at home, no atmosphere of antagonism or of fear. Here the refugee ceased to be an Ishmael and became again a freeman, privileged to go and come at will and to live the normal life that was being lived by other folks in this community.

The high ridge upon which Atlanta rides to ever increasing greatness, is not only responsible for making it an unusually healthy community, but in a way it is responsible for the very existence of the city. It was the topography of the land in this quarter which led to its being selected as the terminus of the first steel highway through which it was sought to connect the waterways to the West with those of the Atlantic. John C. Calhoun, in an address delivered in Memphis in 1845, said that one of the great needs of the South was to link the Mississippi valley and the Southern Atlantic coast by rail, and in this connection he pointed out that the formation from the course of the Tennessee, Cumberland and Alabama rivers was such that all the railroads which had been projected "must necessarily unite at a point in DeKalb County, in the State of Georgia, called Atlanta, not far from the village of Decatur."

The accuracy of Calhoun's deductions was demonstrated by subsequent events, and because of the formative work of nature, the steel highways, following the course of least resistance, worked their way to "the point called Atlanta, not far from the village of Decatur," and because of the coming of the roads there developed here one of the great cities of the South; a city so overshadowing when compared to other centers of population in the vicinity, that were some modern Calhoun to describe Decatur's location today he would refer to it as "a place near Atlanta."

The South was filled with embryonic schemes for railroad building at the time of Calhoun's address, and had been for some years prior thereto, and out of some of these plans grew the first name by which the Georgia metropolis of the future was known, that of "Terminus."

Even before the Indians had been removed from this section, the State of Georgia had awakened to the importance of providing better transportation facilities than were afforded by the wagon trails of the period, and as early as 1833 charters had been granted to several roads and a state-owned road was receiving favorable consideration. In 1836 the Legislature passed an act authorized the building of the State road, which was to run from the Tennessee line at a point near the Tennessee River to the Southwestern bank of the Chattahoochee "at a point most eligible for running branch lines to Athens, Madison, Milledgeville, Forsyth and Columbus."

Preliminary work upon this ambitious project began at once, and by the following year, Stephen H. Long, the engineer in chief, had established the terminus of the road at a point which today is in the very heart of Atlanta.

At that time a solitary cabin occupied the site of the future city, a structure which had been erected of logs by Hardy Ivy. His reactions with reference to the invasion of the solitude by snorting steel monsters were not recorded, but if the attitude ascribed by historians to the people of Decatur may be considered as a criterion, then he was not enthusiastic over the project, for the people of that community are said to have

been so well satisfied with the music of the birds that they were averse to having this melodious chorus interrupted by the shrieking of locomotives. This, by the way, was not an unusual attitude among the people of rural communities at that time. Life consisted of a comfortable routine, and there was a charm about these isolated towns that made a powerful appeal to the finer feelings. The streets, as a rule, were bordered by giant oaks, whose wide-flung branches met and intertwined above the driveway. Old-fashioned gardens, sweet with the odor of tube roses, jasmine and honeysuckle, and bright with variegated colors, flanked the way, and peace brooded above them like a benediction. Conservatives were content, and cared not for the clarion call of the steel highway.

Another factor which entered into the opposition which existed to the building of railroads, was found in the fact that these highways threatened the life of established industries. Their coming meant the passing of profitable stage-coach lines, of wagon trains, which transported freight from city to hamlet, and the passing of these enterprises meant serious injury to sundry little industries. The blacksmith, the wheelwright and the wagon-builder felt their enterprises menaced, and these and kindred spirits exercised no little influence upon public thought. This explains why so many small communities in the South are "off the railroad," to the great satisfaction of sundry dusky hack-drivers, but to the great annoyance of the traveling public. But all this changed long ago, and for

years projected railroads have been able to collect handsome bonuses for stretching their lines through ambitious communities.

With the coming of the railroads to "Terminus" came shops and people to work in them, and stores and dwellings began to appear, creating a demand for building materials, and with this demand came brick works, sash and door factories and kindred enterprises—and saloons. The future city was under way.

The logic which brought the first railroad to what is now Atlanta, held good in the development of the community, which in the course of time became known as "The Gate City of the South," an appellation due to its strategic position. The time came when, fanwise, railroads stretched to all parts of the South, with Atlanta as a starting point, and goods flowing from the North and East into that wide and fertile territory, passed through Atlanta.

Pioneers foresaw the possibilities that the future held out for the establishment here of a great distributing center, and from the first the community attracted the most ambitious and far-seeing type of citizens, an element whose efforts in community building could not be thwarted by the less constructive activities of another element, quick to put in appearance, which could be identified by its shiny elbows—due to frequent contact with the bar and the gambling table.

The struggle between the constructive and loose elements began almost with the beginning of the town, and while the initial clash might be termed something of a dog-fall, the final outcome re-

mained in doubt for only a limited period. In an election held in 1850, when the issue between the two contending forces was clear-cut and decisive, the better element of the community scored a decisive victory, and from then on the power of the gambling and drinking class began to wane.

In this notable contest, the better element organized as the "Moral Party," and put a ticket in the field headed by Jonathan Norcross. The opposition met the challenge boldly, and came forth to battle with an organization which they frankly named the "Rowdy Party." This organization threw its support to L. C. Simpson, a lawyer, who had come out in opposition to Norcross.

A fervid and spectacular campaign culminated in the triumph of the "Moral Party" ticket, and Mayor Norcross entered upon the duties of his office prepared to uphold the standards of the element which elected him, but it was no easy task. The opposition, though beaten, was not ready to curl up and die, and it continued to make things as disagreeable as possible. The lawless couldn't believe that the old, happy-go-lucky, do-as-you-please, days were at an end, and they decided at once to test the intent as well as the mettle of the new administration. As a consequence, Mayor Norcross found official life just "one thing after another." His duties involved much more than delivering welcome addresses to visiting conventions and making after-dinner speeches. He was chief of police, judge of the police court, street superintendent and general utility man for the municipality.

The new mayor had been in office only a short time when a truculent and overgrown member of the minority party decided to show the town that the victory of the straight-laced element meant nothing in his gay career. With this end in view, he went on a rampage which finally brought him up in the mayor's court, where he waited in contemptuous silence while the prosecution presented its case. He declined to dignify the proceedings by offering a defense, but when the evidence was in and the Mayor rendered a verdict of "guilty" he came to life with a jerk.

Springing to his feet, the prisoner drew what appeared to be a cross between a dagger and a sword, and brandishing this wicked weapon he defied any and every one in the courtroom to lay hands upon him.

The little room in which the trial was held was jammed with people, the news having gotten abroad that a test of the new order was to be staged, and when the prisoner produced this fearful looking weapon and roared his challenge to the minions of the law, there was a spontaneous rush for the exit. But there were several officers present to whom the sight of weapons was no new thing, and who could not be cowed by any such demonstration. Allen E. Johnson, sheriff of the county, leaped forward with upraised walking stick, and dealt the prisoner a blow upon the hand that sent the weapon flying across the room. William McConnell, town marshal, Ben N. Willford, deputy marshal, and C. H. Strong, a spectator, immediately fell upon the desperado and a hand-to-hand fight followed. The man finally was over-

powered, but upon being carried to the street managed to make his escape, darkness having fallen while the trial was in progress.

The spirit of desperation and of contempt for law shown by this individual but reflected the attitude of the lower element of the community, and his exploit proved the spark which set aflame the ill-subdued spirit of lawlessness, and brought about a deeply significant struggle which was to determine whether or not Atlanta was to be run by the honest, God-fearing people, or by the rowdies who knew not law and feared not God.

Within forty-eight hours after the incident in the court-room, the seething unrest among the lawless found expression in a definite movement to rid the community of the man who stood for and represented the law. The rough element obtained a small cannon at Decatur, and bringing it into the village of Atlanta, they mounted it in front of the general store operated by Mayor Norcross. Loading it with dirt, behind which there was a heavy charge of powder, they fired the weapon, the blast echoing up and down the narrow, star-lit streets, and creating great alarm.

This noisy demonstration was followed with a specific notice to Mayor Norcross that if he did not resign and leave the town at once, his store would be blown to atoms, and the menacing attitude of the mob left no room for doubt as to its sincerity. Thus the issue was pressed home.

Mayor Norcross quietly withdrew from the presence of the mob, but it was not to run. On the other hand, he resolved to break the mob spirit or die in the attempt. To this end, he secretly got in

touch with law-abiding citizens and before midnight a volunteer police force of approximately one hundred men had been formed and was ready for battle.

Meanwhile the mob had been growing in numbers, being assembled at a house on Decatur Street. About midnight this house was charged by a squad of citizen police, led by A. W. Mitchell, who in later years came to play a prominent part in the life of the community.

So thoroughly had the forces of law and order been organized by Mayor Norcross that the mob seemed to realize the futility of combat, and no sooner had their rendezvous been surrounded than there was a wild scramble to escape. However, about twenty members were caught and these were conveyed in triumph to the little "calaboose" which constituted the city's bastille at that time. As it was not large enough to hold all the prisoners, it was decided to lock up the leaders and let the followers go. This was done, and on the following morning when the prisoners were carried into court and given the extreme penalty of the law, they took their medicine and the question of what element should rule in Atlanta was settled. The victory was not complete, as there were sporadic outbreaks from time to time, and for a number of years the roughs kept the officers busy, but at no time thereafter did the idea gain ground that Atlanta could be governed and controlled by the element that stood in defiance of the law.

At that time two sections of the town were noted for their lawless propensities. One of these was known as "Slabtown," a name derived from the

peculiar type of architecture which prevailed. The houses, chiefly shacks of the cheapest kind, were made from "slabs" garnered at a nearby saw-mill. The other tough quarter was known as "Murrell's Row," being named after a notorious individual who was much given to games of chance. Such games flourished in these quarters and hold-up's and physical combats were not unusual.

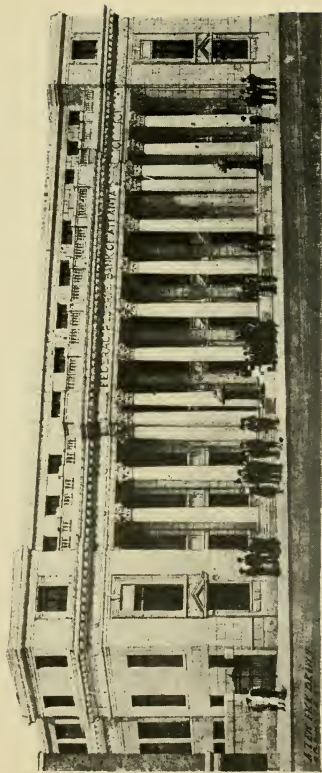
"Snake Nation," was the name given a suburb which became a stench in the nostrils of decent people, and a determined effort was made to break it up. In the performance of this worthy enterprise, it is not altogether certain that the crusaders were not themselves guilty of certain infractions of the law, for they went to this notorious quarter on a certain memorable occasion and not only removed its denizens by force but demolished nearly all the houses. War also was waged against the lawlessness in Slabtown and Murrell's Quarters, and gradually peace and order settled over the community. Thus were laid the foundations of the security that is the heritage of the people of today.

CHAPTER II.

FROM HAMLET TO CITY.

WHEN Hardy Ivy built his log cabin in the splendid solitude that existed here in 1833, the Indians still had their grip upon the land and were reluctant to surrender it. Not gifted with the intellectual refinements that characterized the white man, they were slow to see the logic of the suggestion that they pack their simple belongings and depart to some remote spot beyond the Father of Waters where they might remain in peaceful possession of their land until, ah; well, let's say, until the white man caught up with them again!

The group which existed in this section at that time and which had no claim upon the land other than that they had occupied it for a few centuries, consisted largely of Cherokees. They were a peaceful people for the most part, and really the only charge that can be justly laid at their door is that they were a bit stubborn, and, as indicated above, slow to understand. They offered no armed resistance when their land was taken from them, but put the whites to a lot of inconvenience by refusing to leave until, by force of arms, they were persuaded so to do. They had to be rounded up, which was a lot of trouble to begin with, and then an escort had to accompany them all the way upon that long and perilous journey; a journey upon which a number of the escorts died of privation



ATLANTA FEDERAL RESERVE BANK, A BEAUTIFUL STRUCTURE BUILT OF
GEORGIA MARBLE

and hardship. Some four thousand of the Indians died also.

As individuals are born in hours of agony, so also are empires, but, O, the tragedy of it!

The eviction of the Indians from Georgia began on May 24, 1838, five years after the first house had been built upon the ground where Atlanta now stands. This cabin remained the only one in the vicinity until about the time the Indians were scheduled to go. Then in 1839, with much talk of railroads coming in, the solitude began to be broken by the sound of the axe and the saw. John Thrasher, a merchant, came in and erected a house, and was followed by several others. Then Thrasher laid the first stone in what was to become a mighty commercial structure by opening a general merchandise store under the name of Johnson and Thrasher. But, if anyone should have asked Mr. Thrasher the commonplace question, "How's business?" he would not have found the gentleman very enthusiastic, for trade languished to such an extent that the owners finally decided to move elsewhere. But in this, they erred, not reading aright the signs of the times, for while progress moved with leaden tread, it moved with certainty, and the time came when Thrasher saw the error of his way and returned to the new community to again become identified with its commercial life. In this he set an example that has been followed by many since his day, so much so that it has become a proverb that "Once an Atlantan, always an Atlantan."

The little hamlet, still known as Terminus, languished until in the early forties, by which

time connection with Marietta was established. But, alas, when this railroad appeared it was like an automobile stranded on a lonely highway with an empty gas tank. There was no engine with which to operate! The road then was finished only between Atlanta and Marietta, but every one was eager to see it in operation.

After some casting about, it was found that a locomotive could be obtained at Madison, but Madison was some sixty miles away and there was no railroad connection. In this emergency, those hardy pioneers of 1842 did a bold and spectacular thing. They caused to be made the heaviest wagon that any individual in this section had seen until that time, and, when this huge craft was completed, they loaded the locomotive upon it and started across country for Terminus. Sixteen mules furnished the motive power, and one may imagine the strain and stress of that tortuous journey across sixty miles of country, with mere trails for roads. Yet the bold exploit proved successful, and the locomotive was placed safely upon the rails in Terminus in time to make a Christmas Eve trip to Marietta, December 24, 1842. This initial train consisted of the engine and a lone box car, but a large crowd gathered in honor of the occasion, the people coming from miles around, and the introduction of railroad transportation was fittingly celebrated. Enthusiasm was at a high pitch because the road from Augusta was being pushed forward and it, too, would soon become an actuality.

From this time forward events moved with a surer, more sustained tread. Farmers began to

bring their products to Terminus, and sundry manufacturing enterprises were launched, while real estate men, alert then as now, began to see possibilities in the situation. Subdivisions were opened and an auction of town lots was held. As these lots were located in the very heart of what was to be the metropolis of the future, they became the basis of more than one great fortune, and today many of them are adorned with graceful office buildings that tower high into the blue.

Meanwhile the town had been incorporated as "Marthasville," the name being adopted in compliment to a daughter of Wilson Lumpkin, former Governor, who had been zealous in the promotion of railroad enterprises throughout the State. It is a matter of interest, in this connection, that Marthasville was launched under the commission plan of government. This plan generally is referred to as "modern," but it was put in operation in this isolated hamlet at the beginning of 1844. There were five commissioners, as is the rule of the average commission governed city of today and they exercised legislative, administrative and judicial functions, just as they do at this time.

This early experiment in commission government was not a success, however, and at the expiration of four years, when it was decided to incorporate as a city instead of a town, the aldermanic system was substituted for the earlier plan, evidently in response to a very general demand. Meanwhile the name "Marthasville" had become too prosaic to suit the progressive citizenship, and it had been changed to Atlanta. This change was

made officially by the legislature on December 26, 1845, but the town had been called Atlanta, by common consent, some time before this date.

Some controversy has existed concerning the origin of this name, and since there appears to have been no authentic data upon the subject even as early as 1859, it would be presumptuous for one thus far removed from the date of Christening to undertake to speak with authority. However, the theory advanced in 1859 by G. B. Haywood, a prominent lawyer of the young city, is of interest. In the course of a descriptive article he said:

“Atlanta is a name which is understood to have been proposed by J. Edgar Thompson, at that time chief engineer of the Georgia Railroad. The significance of the name, the reason for its adoption, and the various theories on the subject have now become a theme of inquiry and investigation not without interest. The writer has heard it claimed as due in honor to a mythological goddess, Atlanta, said to have been remarkable for fleetness, strength and endurance. It was certainly a fast town then, and may have been supposed entitled to the honor of recognition by the goddess, by reason of its early character and its wonderful achievements. The name was for a short time written as Atalanta, which seems to favor the claim of the goddess. And still another theory is set up by some who claim for it an origin more worthy of its present importance as a railroad *entrepot* and commercial emporium, taken in connection with its future prospects as a great railroad center and manufacturing city. The great State work, connecting the waters of the West

with the Atlantic, commencing at Chattanooga, on the Tennessee River, and terminating at this point, had nearly been completed the name 'Western & Atlantic Railroad,' had been given to it by the Legislature of Georgia, and it was not inaptly considered the great connecting artery through which must pass the incalculable mass of produce, manufacturers and commerce from the great valley of the West and the Atlantic Coast, and the imports from abroad passing thence to the far West.

"Atlanta had been permanently fixed as the southeastern terminus of that great State work, and gave a local idea to its eastern terminus, and that idea, represented and qualified by the adjective Atlantic, was incomplete of itself, but early pointed to something more definite, and the mind is put upon the inquiry for the thing signified. The connection by rail from Charleston by way of Augusta; and from Savannah by way of Macon, had both been completed to this point. These roads had been gradually ascending the hills from the coast, in search of a 'northwest passage;' they had searched the hills upon which the city stands and here they met the Western & Atlantic Road, just emerging from the wilds of the Northwest, seeking by a sinuous and difficult ascent from the Western valley for a highway to the Atlantic. They met together on our streets, they embraced each other upon the headlands of the Atlantic.

"These headlands, when embodied in the noun Atlanta, to our mind, meets the demand and represents the ideal of the thing sought after, and the mind rests upon it as the thing signified by the several indices pointing to Atlanta as the proper

name for such a place. This we now state to the public as the true derivation sustained by the facts in the case."

After reading this charming conception, from the pen of one who obviously loved the city and who had a true appreciation of the greatness which the future held for it, one is inclined to let the matter rest there. Besides, where a name comes from is not particularly important, the thing that counts is what it stands for now, and surely the name Atlanta has its full significance today and is inseparable from the idea of spirited accomplishment.

The early enterprise of Atlanta was shown in the manner in which the young City went after desirable enterprises. The location of the annual fair of the Southern Agricultural Association as a permanent thing was accomplished in 1850, a gift of \$1,000 in cash and the donation of ten acres of land being the prime inducements. That so young a city caught so rich a prize almost in the beginning, is significant of the fact that community zeal, which is so pronounced today, is no new thing.

The somnolent sections of the State must have looked on aghast at some of the manuevers of those enterprising Atlantans of the fifties, for, after getting the State Fair, they straightway began to lay plans for marching on Milledgeville and carrying the State Capital from that ancient town to the new and hustling city! What's more, they did it.

The measure of Atlanta's ambition and enterprise at the time it sought to become the legisla-

tive and judicial center of the commonwealth at so early a period, may be inferred from certain other proceedings adopted by the City Council on the same night that the removal resolution was passed, February 3, 1854. At this meeting the night police force was "increased to six men," and in order that there should be no loafing on the job, the ordinance required the chief of police to "cry in a loud voice" from the council hall every hour in the night after nine o'clock, "to which cry each of his assistants is to respond." It was also at this meeting that plans were inaugurated for establishing a gas lighting system.

This new system was installed by the following year, and Atlanta began to catch a metropolitan stride. Street lamps, using oil, had been introduced two years before, but the ordinance under which they appeared carried a specific provision that the citizens enjoying the benefits of these lights must furnish the fuel, an arrangement which suggests that the City Fathers of the period were familiar with the Bible and were particularly impressed by the injunction relating to keeping the lamps trimmed and burning, but they interpreted it as applying to the individual rather than to the corporate body.

The subject of fire protection also began to receive serious consideration in the early fifties, and an ordinance was passed providing for the digging of wells at Whitehall and Mitchell Streets; Norcross and Marietta Streets and Whitehall and Hunter Streets.

At the same time an ordinance was passed requiring each store to have a ladder and two buck-

ets for use in case of fire. In 1854 the first fire station was built, being located on Market Street and being erected at a cost of \$800.

About this time Atlanta began to grow at a rate which justified the faith of its most optimistic citizens, and events moved with ever quickening tread. Ambition grew, and in January, 1857, the young City came forward with an offer to take \$100,000 worth of the stock of the Georgia Air Line Railroad, a new project which was being fostered and which the citizens of Atlanta were very anxious to see carried through. It is significant of the enterprise of the period and of the fundamental soundness of conditions in the new city, that it was touched but slightly by the panic of this year; a fact strongly emphasized by the confidence with which it was agreed to finance so large a part of a new railroad. The bonded indebtedness at this time was \$47,000, including \$5,000 issued to the Georgia Air Line Railroad as first payment upon the subscription of the City. Of the remainder there was \$4,000 for fair grounds, \$16,000 for a new city hall, \$20,000 for gas plant, and \$3,000 in the Chattahoochee Bridge. The erection of this bridge had been fostered to the extent indicated, and the city had also pledged subscriptions to stock in two new board highways that were being brought thereto.

With the growth of Atlanta, which had attained a population in excess of 11,000 by 1859, slave traders began to come here to buy and sell, and for the first time, so far as it is known, the cry went up to protect home institutions. Local dealers brought to the attention of the governing au-

thorities the activities of the outsiders who were dealing in slaves, and the upshot of the matter was the passage of an ordinance putting a tax on all persons, not residents of Atlanta, who bought or sold slaves in the City.

The development of the industrial life of the community had been almost as rapid as its commercial development, and coincident therewith slave labor began to cut a figure in the economic life of the community. White mechanics found it difficult to compete with slave labor, and considerable unrest developed. Urgent representations were made to the city council by members of various crafts, but no immediate solution of the problem seemed at hand, and the issue remained unsettled. Meanwhile, however, events in the nation at large were moving swiftly, and the time was not distant when this, and all other questions of local interest would be completely overshadowed. For the war clouds were gathering, dark, sinister and menacing, and all the vexing problems growing out of human chattles soon were to be settled elsewhere than in council chambers or civil courts.

Lest the reader infer that the ubiquitous newspaper man was slow about making his appearance in the young City of Atlanta, it might be well here to record the fact that the "Democrat" appeared in 1845. Then came the "Luminary," which for a little while shed its effulgence upon the community. It is significant and suggestive that this paper was started by a Baptist minister, Rev. Joseph Baker, a man of obvious faith, who no doubt felt the need of some spiritualizing influence in the community to counteract the element which

toyed too often with that which biteth like a serpent and stingeth like an adder, and which flirted over-much with the goddess of chance.

With the appearance of these newspapers, it was inevitable that others should blossom forth, so presently "The Enterprise" was launched by Royal and Yarbrough, and "The Southern Miscellany," edited by C. R. Hanleiter, put in appearance. But not even Atlanta could sustain so much journalistic skill, and all of these ventures fell by the wayside.

But not for long was Atlanta a burying ground for newspapers. "The Intelligencer," published by A. A. Gaulding & Co., came along and grew into an influential journal, and with the approach of the war "The Southern Confederacy" made its appearance under the direction of James P. Hamilton. It, too, became a virile factor in the life of the community. "The Daily Examiner" appeared, which, with the "Intelligencer," gave the City two dailies. These were virile journals, as most Southern newspapers were at that time, and there was no hesitancy about criticising when criticism seemed warranted. And how those old-time editors could put the "bite" in what they wrote! No putty-pointed barbs for them, but sharp and polished steel.

For instance we find the editor of the "Daily Intelligencer" disgruntled over the condition of the streets as they existed in February, 1852. Did he voice a feeble protest to the City officials, urging that steps be taken to remedy a deplorable situation? He did not, for he knew a more effective method of getting beneath the skin of those

in authority, and, taking his pen in hand, he addressed the following to the world at large, heading the editorial "A Word to Strangers:"

"If you arrive in town on any of the numerous railroads that terminate here, it will probably be just before dark. After refreshing yourself with a hearty meal at some one of our well conducted hotels, you will feel a desire to take a stroll about town, at least through Whitehall Street. Starting from the vicinity of the railroads you can proceed fearlessly till you come to the first cross street, called Alabama Street. Don't think of walking out of your direction to walk up that street unless the moon shines particularly bright, or unless you hang to the coattail of some friendly guide; as without such aid you would probably find yourself in about two minutes at the bottom of a pit, fifteen feet in diameter by eighteen feet deep, which occupies the center of the road, and thus occasion considerable trouble to those who happen to be near, in procuring ropes to drag you out, and in such case, you might besides, be inclined to form an unfavorable impression in regard to our city regulations, as did a gentleman last week, who was hauled out of the pit pretty badly injured.

"Passing this point, you can continue in Whitehall Street, but by all means take the right hand side, as on the left side are two deep trenches dug out of cellars. At present they are admirably adapted to catch unwary passengers. In one night last week, during a rain storm, they caught no less than five—two ladies and three gentlemen, returning from a concert. One of these was a stranger in the City, and while spreading himself before a

blazing fire in the Holland House, to dry the red clay with which his garments were beautifully covered, gave way so much to his feelings that he was observed very much upset at the mention of our venerable city council.

“Proceeding on the right hand side of the street you will have a very comfortable walk until you come to Cook’s corner, where the pavement ceases. Here you had better turn square round and walk back, for directly in advance is another pit, fifteen by eighteen feet, ready to take you in. In some parts of the town we believe these holes have been covered over. The one in front of Loyd & Perryman’s store, where a man fell in and broke his neck some weeks since, we are credibly informed was promptly covered after the event.”

This editorial throws light not only upon the condition of the streets at that time, but it serves also to illumine the journalistic methods of the period, for, mark the fact, there is a post-script, and it reads as follows:

“P. S.—Since the above was put in type we are gratified and delighted that each of the pits mentioned above, have been temporarily covered with plank so as to avoid recurrence of further accidents.”

Why did the editor print the editorial after the conditions complained of had been corrected? Was it because there was no type with which to fill the yawning gap it would leave or because the editor having produced the satire, deemed it too good to be lost?

It seems to have been difficult, then as now, to keep highways in proper condition, for we find

the "Daily Examiner" discussing the same subject, three years after the "Intelligencer" had found the evils corrected before he could get his criticisms into print.

The "Examiner," in October, 1855, called attention to the fact that a verdict had been returned against the City of Chicago in the sum of \$3,100 in favor of some one who had been injured on the sidewalks of that city, and observed:

"Here is a warning to all municipal authorities, but particularly should it be to those of Atlanta. A walk down Whitehall Street is not the thing it should be, and we should not be surprised to hear some day of a verdict like that at Chicago, rendered by a jury of our own citizens in favor of some poor devil, over a broken leg, or of a widow with nine children, whose husband's neck was broken by a tumble into one of the numerous dark cellars that ornament the business part of the town."

In reading these ancient editorials, one wonders what they did with so many "dark cellars," since the Eighteenth Amendment had not been adopted, and why the widow, or, shall we say, tentative widow? should have nine children; questions the answer to which is lost in the mist and mystery of long-gone yesterdays.

With a virile press, with constantly increasing educational facilities, with a full quota of churches, with a multiplicity of manufacturing establishments, and with an ever expanding commerce, Atlanta continued to go forward at a most gratifying stride, and the approach of the great conflict between the North and the South, found it one of the most prominent cities of the South. The un-

certainly which attaches to all new cities had disappeared. Permanency had stamped its mark upon the community and those who had invested their money here, faced the future with an assurance that became contagious. Growth was rapid, and the character of citizenship long since had ceased to be of the transitory, adventurous type.

It was thus that the war found Atlanta a prosperous, progressive and growing community, adorned with many handsome homes and pretentious places of business. The conflict left it deserted and desolate beyond all power of description. What shot and shell failed to destroy the flames consumed. Save for a few buildings, which for various reasons were left standing here and there as gaunt reminders of what had been, the City was reduced to a heap of smoldering ruins, a scene of vast and unutterable melancholy.

Sherman had proved to the full his theory of what war is.

CHAPTER III.

OLD SCARS ARE HEALED.

ON the Southeast corner of Whitehall and Alabama Streets at one of the busiest intersections in Atlanta, there stands one of the ancient iron lamp posts that adorned the City in the days of its youth—a short and slender relic of the antebellum period. Crowded by a huge “white way” standard and overshadowed by a great office building, it is passed day after day by hurrying multitudes with scarcely a glance. Yet it is worth more than a cursory examination, for it constitutes what is, in the business section, the only visible reminder of the inferno through which Atlanta passed when day after day, for over a month, the shells of the Union Army rained upon the City.

At the base of this ancient post one observes that there is a hole, round and clear-cut, almost as large as the post itself, and from a small bronze tablet fastened to its top, he learns that this hole was made by a shell, for the inscription says in part:

“The damage to the base of this lamp post was caused by a shell during the War Between the States, Battle of Atlanta, July 22nd, 1864.”

To read a tablet like this in an age like this, amid a scene like this, is to receive a distinct shock. Viewing the towering buildings that stretch block

on block; seeing the endless stream of pedestrians, of automobiles and street cars, and listening to the roar and din of a great City that throbs with the noise of boundless energy, it is impossible to grasp at once the significance of what the words mean. They seem to suggest some wild and horrid halucination, rather than to convey a sober truth, and one is prone to wonder if it can be a fact that shot and shell fell here so recently. If doubt leads to further observation, then doubt increases, for no where else is such evidence to be seen, so thoroughly has the work of rehabilitation been done. The word of the historian must be accepted for the visible evidence is gone, all save the slender iron pole, with its gaping hole and its tiny tablet of bronze.

The thoroughness with which the scars of war have been removed is one of the wonders of Atlanta. Deeper than those inflicted upon any other Southern city during those four years of bitter warfare, they have disappeared, vanished, gone like an evil dream, the last detail of which is forgotten when the sunlight of a new day floods the room and the hush of night gives way to the voice of birds.

While these impressions were flooding my mind as I looked upon the ancient lamp-post, I recalled how in my youth, when Atlanta was my home, I used to go with other boys to the old swimming hole in Peachtree Creek, and recalled also that we used to see about this creek the earthen works thrown up by the rival forces as they fought for the great prize which Atlanta constituted in the eyes of the military leaders. A great



GOVERNMENT BUILDING (ABOVE), AND CITY HALL

wilderness it was in those days, reached after a long walk beyond the point where the diminutive horse cars stopped to begin the return trip to the City. Through this wilderness one could see where the breastworks had wormed their tortuous way. Overgrown with trees and covered with underbrush at times, they still were discernible. So to Peachtree Creek I went, following the same course that was followed by the tiny horse cars some thirty years ago. But the horse car was gone, together with the horses, and instead of the mellow tinkle of the little bells that used to sway from the collars of the horses, was heard the crash of heavy cars and the restless honk-honk of hurrying automobiles. Nor was there a terminus at which one might alight and continue his way through the woods to the old creek. On and on the big cars thundered, crossing the creek and speeding forward to some remote suburb, followed, or passed, as the case might be, by the endless procession of automobiles and trucks.

The journey was made along a beautiful boulevard, which gained proportions of real magnificence as my destination was reached, and which maintained these proportions long after the broad sweep across Peachtree Creek. This wonderful highway penetrated the very heart of what had been a wilderness, and reaching out from it in all directions were other boulevards, flanked by stately homes. A beautiful and truly marvelous transformation; a transformation so thorough that I was completely lost. The creek was the only thing unchanged. It still made its tortuous way through what had been a wilderness, swift and

red, as the waters were on those hot and terrible days when men fought upon its banks with so much of courage and so much of desperation, and when many sank into its turbid breast to find the peace that had been denied them in life.

All else was changed. A passenger station nearby poured out its baggage-laden throng. The cry of "taxi, taxi," floated across the valley. Street cars clanged. Here and there negroes propelled hand mowers across velvet-like lawns, where children played. In the distance smoke issued from stacks and drifted lazily away. Industry, too, had made its invasions. Clearly the days of hickory nut hunting and of swimming a la nature were things of the past. The vast solitude where men had fought and died and made glorious history existed no longer.

The old battle ground in this quarter has become a scene of beauty that might furnish the inspiration for an epic. The homes, many of them ranking among the most beautiful in Atlanta, set far back from the thoroughfares and are surrounded by grounds whose generous depth and native charm are suggestive of dignity and repose. A tablet here and there marks some spot where the tide of war reached the flood but by no other tokens could one learn that armies once were locked in fierce embrace upon this very ground. Thus Atlanta has demonstrated that its powers of transformation are in no wise circumscribed.

Another day I rode for many miles about the City, over winding boulevards that skirted the high hills and swept gracefully through the val-

leys, passing many points where history was made—and graves were filled—while the armies in blue and the armies in gray fought for possession of the city, and it was not of war, but of peace at its best, that these scenes spoke.

It was mid-April, and every green thing seemed eager to become clothed with the vesture of Summer. Trees and shrubs put forth their tender shoots, covering hills and valleys with the most delicate shades and making the stately pines appear almost black. Wild honeysuckle splashed the hillsides with color, and here and there dogwood blossoms stood out like patches of snow left by reluctant Winter. Peach orchards were in bloom, and in more isolated places the ground was carpeted with purple violets, so thick at times that one scarcely could walk without stepping upon them. Scars nowhere, but beauty and peace everywhere!

Thus, as Atlanta reaped the fury of the storm of 1861-65, because of her great zeal for those principles for which the South poured out its wealth and its blood, so she has reaped the full and gracious fruits of peace because of the courage with which she faced the future and the zeal with which she led in the long, hard struggle to realize for the South the splendid heritage that remained, in spite of the devastating influences of war. As she was doubly punished then, she has been doubly rewarded since.

The first thrill of apprehension concerning the future of Atlanta as "The Citadel of the Confederacy," came in the wake of the victory achieved by the Union forces at Chattanooga, where Gen-

eral Bragg, after a brilliant victory at Chickamauga, was overwhelmed, meeting the defeat which led to his voluntary retirement and the appointment of General Joseph E. Johnston as his successor.

General Sherman had assisted General Grant in the Chattanooga campaign, and shortly thereafter, upon the appointment of Grant as Lieutenant-General of the armies of the United States and his retirement to Virginia, Sherman was put in charge of the Department of Mississippi, which included Tennessee and Georgia. That General Sherman was fully alive to the value of Atlanta to the Confederacy, both morally and materially, there is no doubt, and every step in the game of strategy he played had for its ultimate aim the capture of this city.

The force which General Sherman directed against Atlanta, at the opening of the campaign, consisted of a fraction under one hundred thousand men, while General Johnston had at his disposal approximately forty-three thousand. Before the campaign was well under way, Sherman was re-inforced by 14,000 cavalry, and later Blair's corps, consisting of 9,000 men, was added to his force. Meanwhile General Johnston received re-enforcements aggregating about 23,000. His army reached the maximum of fighting strength at the battle of Kennesaw Mountain, where he had 59,248 effectives.

With the approach of the Union forces, before whose overwhelming numbers the Confederates were being forced slowly to retire, apprehension began to be felt among the citizens of Atlanta,

and every effort was made to insure the safety of the City. The Federals had begun (May 1, 1864) the repair of the Western and Atlantic Railroad between Ringgold and Chattanooga, with the obvious purpose of providing an unfailing source of supply, and meanwhile continued pressure was brought against the Confederate lines.

On April 26, 1864, "The Intelligencer" called public attention to the peril of Atlanta, and shortly thereafter active preparations were under way for the defense of the city by Atlanta citizens. On May 9, notices were published calling upon "all persons between the ages of sixteen and sixty, not in the service of the Confederate States," to appear at the city hall "for the purpose of being armed and equipped for local defense." The "Local Militia" was organized among the forces thus enlisted, and on May 17 there was an inspection of troops for local defense, characterized at the time as "the finest military display in every respect that had ever been witnessed in Atlanta." From which one may well infer that the men of sixty and the boys of sixteen made a brave and gallant showing as they paraded along Marietta Street.

With the passing of the days, apprehension grew, and on May 23, a proclamation was issued by Mayor James M. Calhoun, in the following language:

"In view of the dangers which threaten us, and in pursuance of a call made by General Wright and General Wayne, I require all male citizens of Atlanta, capable of bearing arms, without re-

gard to occupation, who are not in the Confederate or State service, to report by 12 M., on Thursday, the 26th inst., to O. H. Jones, marshal of the city, to be organized into companies and armed, and to report to General Wright when organized. And all male citizens who are not willing to defend their homes and families are requested to leave the city at their earliest convenience, as their presence only embarrasses the authorities and tends to the demoralization of others."

The extreme gravity of the situation may be gauged by the fact that no age limit was observed in the Mayor's proclamation, its provisions applying to "all male citizens," instead of to those between the ages of sixteen and sixty, as theretofore.

Four days after the issuance of this proclamation, May 27, 1864, the people of Atlanta heard for the first time the thunder of the guns which ultimately were to play such havoc in their fair City. The enemy had reached their gates. The Federals had been repulsed at Rocky Face Ridge and Mill Creek Gap; Wheeler's cavalry had put Stoneman's cavalry to flight near Tunnel Hill, but the Confederates had met a severe repulse east of Ostanaula. The desperate battle of New Hope church had been fought, darkness bringing it to a close with indecisive results. On the 27th there was terrific fighting between Cleburnes division and the Fourth Federal Corps near Pickett's Mill, in which heavy losses were inflicted upon the Federals, but the following day the Confederates met a severe repulse.

Fighting desperately, and scoring occasional local victories, the Confederates nevertheless were forced back steadily, and on June 4th General Johnston abandoned Acworth and Altoona, retiring to a position near Kennesaw Mountain, where occurred one of the most spectacular battles in the Atlanta campaign. The battle of Kennesaw Mountain proved another Confederate triumph, but, as on so many other occasions, "the Yankees wouldn't stay licked," and the result was merely to postpone the inevitable.

Describing this battle in his Memoirs, General Sherman said, "About 9 A. M. of the day appointed (June 27, 1864) the troops moved to the assault, and all along our line for ten miles a furious fire of artillery and musketry was kept up. At all points the enemy met us with determined courage and great force. McPherson's column fought up the face of lesser Kennesaw, but could not reach the summit. About a mile to the right (Just below the Dallas Road) Thomas's assaulting column reached the parapet, where Brigadier-General Harker was shot down and mortally wounded, and Brigadier-General McCook (my old law partner) was desperately wounded, from the effects of which he afterward died. By 11:30 the assault was, in fact, over, and had failed. We had not broken the rebel line at either point."

In view of the inhuman methods resorted to by the Germans in the great World War, it is worth while to record here an incident which illustrates the presence of a contrary spirit among the Americans who were fighting one another in

'61-'65. At the battle of Kennesaw Mountain the fire of the Confederates upon the Federals was so terrific that the woods were set on fire at a point where General Harker's forces had made a daring but futile assault. Here the ground was thickly strewn with the dead and dying, and when flames arose, threatening to burn the living with the dead, the Confederates were ordered to cease firing, one of their commanders calling to the Federals that fire would be withheld until the wounded could be carried off the field. Thereupon the battle ceased upon this front, and was not renewed until the wounded had been removed. Then the exchange of shot and shell was resumed with wonted fury. It was thus that brave men fought.

The severe repulse received by Sherman at Kennesaw Mountain, whose sombre brow is clearly visible from Atlanta skyscrapers, had no material effect upon his plans. He pushed doggedly on. This battle was not over before he realized its futility, and before the last shot was fired, he had started a movement toward the Chattahoochee River. This caused an immediate evacuation of their positions by the Confederates, who crossed the river for the purpose of placing themselves between Atlanta and the oncoming army of Federals. The crossing of the Chattahoochee was effected by the Confederates on July 9th, the Federals pushing their forces across by the 17th, and thereby putting behind the last natural barrier that stood between them and Atlanta.

On June 16, the body of General Polk, the distinguished soldier-bishop, who had been killed

the day before by a shell, was brought to Atlanta. Funeral services were held at St. Luke's Church, where the body had been escorted by a committee of prominent citizens. It was a time of great gloom in the City, and this atmosphere was deepened by the presence of the still form of this fallen leader. The victory at Kennesaw Mountain, which followed the death of General Polk by a few days, served temporarily to lift the pall of gloom, but subsequent events left little hope to those who felt that the fall of Atlanta meant the fall of the Confederacy, and who had longed for and prayed for some rift in the clouds.

Meanwhile there was much criticism over the failure of the government at Richmond to lend assistance to General Johnston, it being pointed out that a sufficient force of cavalry could have been run in behind Sherman, destroying his lines of communication and thereby making continued progress impossible. But no criticisms, nor representations along this line, had effect, and no action was taken by the Richmond authorities until Sherman was upon Atlanta. At this point General Johnston was relieved of his command and General J. B. Hood was placed in charge. Thereupon much controversy arose concerning the wisdom of the step, the Confederate press expressing widely divergent views. However, the time came when it was generally conceded to have been one of the great blunders of the war. Sherman interpreted the change as meaning that there would be a change in tactics; that under the impetuous Hood the Confederates would proceed to attack instead of merely resisting attack, and

thereupon he caused notice of the change to be sent to all division commanders and warned them "to be always prepared for battle in any shape."

News of the removal of General Johnston and the elevation of General Hood was conveyed to General Sherman by a Federal spy, who obtained a copy of a newspaper containing General Johnston's order relinquishing command, and escaped to the Federal lines. Thus General Sherman knew of the change within twenty-four hours.

The forces of General Sherman were arrayed about Atlanta in the following order: General Palmer on the extreme right, General Hooker on the right center, General Howard center, General Scofield left center, and General McPherson on the extreme left. A general advance was made on July 18, and Peachtree Creek was reached on the following day, a line of battle being formed along the south bank of the creek by Howard, Hooker and Palmer. In the meantime the left wing had moved around toward Decatur, where several miles of railroad was torn up for the purpose of cutting off any possibility of communication from that source.

Matters stood thus on the morning of the 20th, when a portion of General Hood's army made a sudden and determined assault upon Howard's position, the attack being extended presently to the position of General Hooker. This assault, carried on with the utmost courage and desperation, and involving about half of General Hood's forces, resulted in temporary gains, but before dark the Confederates, faced by overwhelming numbers, were forced to fall back, leav-

ing several hundred of their dead upon the field. They had inflicted terrific punishment upon the enemy, especially among the forces of General Hooker, whose losses were about fifteen hundred.

On the day of this gallant but unsuccessful charge, Atlanta received her first baptism of fire from the guns of General Sherman. Only three shells fell in the city during the day, but the effect was more than ordinarily shocking, made so by the fact that the first one to fall killed a child at the intersection of Ivy and East Ellis Streets, the tragedy occurring in the presence of the father and mother of the child.

The following day, July 21, was devoted by both sides to preparations for what was to prove a decisive struggle. General Hood withdrew from the Peachtree Creek line and occupied the "last ditch" position which had been prepared for the defense of Atlanta; a fortified line facing North and East. Here Stewart's Corps, a part of Hardee's Corps, and G. W. Smith's division of militia, were stationed, while General Hood's own corps, and the remainder of Hardee's moved to a road leading from McDonough to Decatur, the purpose being to strike the left of McPherson's line. Meanwhile General Wheeler's cavalry had been sent to Decatur for the purpose of attacking the supply trains of the enemy.

General Hood's supreme effort occurred on the 22nd, the following day, when a tremendous assault was made against the grand division of General McPherson, composed of Logan's and Blair's Corps, and which occupied the left of the Federal army. The assault was sudden and un-

expected, and was carried with such fury that temporary success was achieved, but the enemy rallied to the shock, and was able to repel repeated charges, in spite of the desperate courage displayed by the men in gray. During this battle, General McPherson was killed, but General Logan assumed command at once and every assault of the Confederates was thrown back.

Having failed on the left, General Hood opened a determined attack upon Sherman's right at 4 o'clock in the afternoon, and carried forward the struggle for a time with conspicuous success. He broke through the main lines, capturing De Gre's battery of four twenty-pound Parrott guns, and turning the weapons upon the enemy. Superior numbers told, however, and in the end the Confederates were beaten back, being forced to abandon the captured guns.

The result of these engagements, in which the smaller forces of General Hood threw all that they possessed of courage and resourcefulness into the conflict, sealed the fate of Atlanta, but the end was not yet. The losses in this battle were heavy, and the Confederates, waging the offensive, suffered most severely. General Hood's losses were estimated at 6,000 killed and wounded, while those of General Sherman were placed at 3,500.

A truce was declared on the following day, July 23, for the burial of the dead, but this truce existed only upon the front where the fighting had raged. Meanwhile the shelling of Atlanta had been resumed, and was going along steadily

while the Confederates consigned their dead to the grave.

A third attempt to inflict defeat upon the besieging army was made by General Hood on July 28, when Hardee's and Lee's infantry made a daring and spectacular attack upon the extreme right flank of the Federal army, commanded by General Logan. From 11:30 in the morning until 4 in the afternoon, the battle was waged with all the fury of desperation, but it, too, was futile. The enemy could not be dislodged. Here again, due to the nature of the fighting, the losses of the Confederates greatly outnumbered those of the Federals. General Logan placed his losses in killed and wounded at 572, while the Confederates suffered losses in killed and wounded aggregating some 2,700, the figures bearing witness to the valor they displayed in charging the defenses of the enemy time and time again.

From this time forward, throughout July, the Union forces made sundry efforts to break through the Confederate lines and enter Atlanta, but were repulsed on each occasion. Meanwhile the City was under fire and slowly but surely the damage from solid shot and explosive missiles mounted upward. Early in August further attempts were made to penetrate the Confederate lines, attacks being launched on the 5th and 7th, but they were repulsed, as had been the previous assaults.

August came and brought with it a tightening of the lines about the city. The enemy was seeking to cut off every line of communication with the outside world, and in this he finally succeed-

ed. Meanwhile the shelling of the City continued, reaching its greatest fury on August 16, on which date numerous citizens were killed and injured and immense damage to property resulted. The Confederates had stationed a huge gun at Peach-tree and Kimball Streets, which they used with great effectiveness, but it served to concentrate the fire of the Federal gunners upon that quarter, resulting in great damage to numerous structures in the business section. Other guns stationed about the city boomed furiously in reply to the thunder of the enemies weapons, and between the sound of these explosions, and the continual crash of exploding shells, the city became an inferno of noise, swollen at frequent intervals by the roar of a falling building. The very air was loathsome with the odor of burned powder, while a pall of smoke and dust overhung the City, so thick that the sun seemed a ball of feebly glowing sulphur.

This shelling of a city, with its thousands of helpless women and children, and its feeble old men, seemed a monstrous thing to General Hood, and he wrote a letter to General Sherman protesting in the most vigorous terms, but what he had to say made no impression upon the grim leader of the besieging hosts. General Sherman replied by charging General Hood with cowardice in seeking shelter in a city full of women and children and then appealing to the enemy for mercy, and reminding the General that war "is the science of barbarism," the main object being to slay and destroy. After pronouncing this grim doctrine, he expressed love for the South, but

made it evident that he considered it entitled to considerable punishment.

On the last day of August the final struggle between the contending forces in and about Atlanta was fought at Jonesboro, where the Confederates did their utmost to break the stranglehold of the Federals, but without success. With the loss of this battle hope for Atlanta vanished and General Hood prepared quickly to abandon the city.

The psychological effect of the fall of Atlanta was tremendous. The fight of the South had been waged with such relentless vigor, and had been crowned with so many successes, particularly under General Robert E. Lee, that the gloom throughout the North was intense. Though forced backed repeatedly by overwhelming numbers, the armies of the Confederacy seemed to be unbeatable, and there was a feeling that the struggle would be prolonged indefinitely. This condition had created so much dissatisfaction in the North that grave doubt existed concerning the re-election of President Lincoln. There was a very general demand for a change, and the administration viewed the approaching election with grave concern. Not only so, but there was in the North a strong sentiment in favor of closing the war by compromise.

With the fall of Atlanta, the change was electrical. The North foresaw the end, and was delirious with joy. The re-election of Lincoln was made certain, and talk of compromise was hushed.

This crowning disaster to Southern arms, came suddenly and was due largely to an entire change

of tactics, following the supplanting of General Johnston by General Hood. The former had carried on a remarkable campaign, refusing to accept battle with the overwhelming forces of Sherman unless the conditions were favorable to his own forces; a method under which the maximum of punishment was inflicted upon the enemy and a minimum of loss was sustained by the Confederates. He lost much territory, but maintained an army upon a high state of efficiency, and it was an army that Sherman always approached with the utmost caution.

With the ascendancy of General Hood, the aggressive was adopted, and the comparatively small forces under him were thrown against the mighty army of Sherman in magnificent assaults that accomplished no important results, but served to reduce the army in frightful fashion. This mode of fighting about Atlanta cost the Confederate army as many men, within a few hundred, as had been lost under Johnston during all the fighting that had occurred in the seventy-odd days preceding the change in commanders. In the interval between July 17, 1864, and February 23, 1865, When General Johnston was reinstated, the army which he had built up and which he had conserved with masterly skill, was shot to pieces.

Following the fall of Atlanta, one of the most astonishing military developments in all history was witnessed. General Hood shortly thereafter turned his army toward Tennessee and in a little while General Sherman was headed for Savannah. Thus two forces that had faced one another and fought one another through weeks and

months, were back to back—one sweeping practically unopposed through the State like a devouring flame, and the other headed for ultimate ruin upon another front. A unique and amazing spectacle!

CHAPTER IV.

THROUGH WAR'S FURNACE

PREPARATIONS for the evacuation of Atlanta proceeded with great rapidity, and by midnight of September 1, the withdrawal was complete, save for a small cavalry force whose labors would not be complete until the military stores in the city, which it was impossible to remove, had been destroyed.

This work of destruction began about the midnight hour, and for a little while the city resembled a seething volcano. The earth trembled beneath the force of mighty explosions as locomotives were blown up at shops and round houses, and the din reached appalling proportions as the work of destroying seventy carloads of ammunition began. The noise of exploding shells was incessant and the heavens were continuously aglow with the flames which shot high above the City as carload after carload of munitions were destroyed. Houses rocked upon their foundations as the earth reeled beneath the mighty impact, while the noise of breaking glass and falling plaster added to the din.

Until almost dawn the work of destruction went forward, and then the cavalrymen who had thus signified the passing of Atlanta from the hands of the Confederates, quickly withdrew to join the retreating forces of General Hood.

With the departure of the Confederates, which left the City without government of any kind,

there was a brief reign of anarchy. The lawless element, finding the reins of authority lying loose, formed into sundry groups and began to loot stores and vacant dwellings. But the things obtained were of comparatively little value, as most merchants had foreseen the possibility of such an eventuality, and valuables had been put out of the way.

Under the almost continuous rain of shells, the people of Atlanta had become phlegmatic; accustomed to the noise and the danger and quite at home in their dug-outs or cellars. Now a new and unknown something awaited them, and a feeling of profound apprehension gripped the community. No notice had been given of the intended evacuation by the Confederate forces, and some, the day before, even cherished the delusion that a great victory had been achieved over Sherman at Jonesboro. Now the defenders were gone, and the enemy stood without the city gates with nothing to hinder his entrance. What would he do when in possession? What new horrors awaited this afflicted people?

These questions, upon almost every lip, went unanswered for a time. Quiet fell upon the City, death-like after the awful noises of the night before. And while the people waited in tense silence, the invaders made no move. No soldiers in blue appeared, no messengers arrived, no token of any kind came from beyond those lines where were tens of thousands of armed men; men who had fought their way for hundreds of miles in order to realize this hour.

The apprehension and uncertainty grew, and finally Mayor Calhoun called a conference of prominent citizens to formulate some line of conduct. They met near the intersection of Peach-tree and Marietta Streets, and there, surrounded by the debris of damaged buildings, they decided that the thing to do was to communicate with General Sherman and, as the Confederate leader had made no formal surrender of the City, this should be done by the civil authorities. This decision reached, it was decided to notify General Sherman at once, and then came up the question of whether or not members of the party should bear arms. "No," said the Mayor, "this would never do," and thereupon weapons were laid aside, it being observed while this was being done that one of the party had four revolvers on his person! He evidently had expected to fight until the last ditch.

It required courage for these men to lay aside their arms and go forth into the ranks of the enemy, for they were liable to be fired upon long before they could reach General Sherman, but the call of duty was clear, and they went forth unafraid. They rode out Marietta Street, where progress even on horseback was made difficult at times by reason of the mass of debris which littered the street; remnants of houses that had been torn to pieces by shells. On they went through this scene of devastation, reaching and crossing the deserted earthworks of the Confederates where so many gallant efforts had been made to save their city, and thence into the open toward the works of the Federals.

For four miles the little body of civilians progressed along a smitten path, when suddenly, at a point where their movements had been concealed for the moment by the contour of the earth, they came upon a company of marching soldiers—men in blue. The committee halted, while a Union Colonel rode up for an explanation. Their story was quickly told, and thereupon an orderly was instructed to escort the committee to the headquarters of General Sherman.

Shown into the presence of the General, they found a disheveled and care-worn individual, surrounded by none of the “pomp and circumstance” of war; a man who evidently found it an ugly business, but whose stern countenance betrayed an unalterable purpose to finish it at any cost.

Addressing General Sherman, Mayor Calhoun explained the condition of the City and said that he had come to surrender it, the only condition being that life, liberty and private property be protected. What this brave executive would have done had his conditions been declined, opens an interesting field of speculation, but, fortunately, no such contingency arose. Speaking in short, crisp sentences, General Sherman said that the conditions would be granted, and, at the same time, he added that the civil authorities had pursued the right course in coming directly to him. He ventured the hope that their relations would be pleasant, “But this is war,” he barked out with a great oath, “and I must place your town under martial law.”

When, as they were taking leave of the Union Commander, one of the committee said, "Now that we have surrendered, you will probably come in at once," General Sherman cried, "Come in! I think some of my men are already there." Then, darting a searching glance at Mayor Calhoun, he said: "I suppose it is understood that none of your people will fire upon my soldiers?" He was assured that this would not be done, and thereupon the committeemen turned their faces once more toward Atlanta, where they had suffered so many hardships and disappointments, and where, though they thought the cup of bitterness had been drained, some dregs remained, as poignant as any that had gone before.

The arrival of the blue-clad host began immediately and continued throughout the day, the only opposition they met coming from a half dozen Confederate cavalymen who had lingered in the city, and who fired a few shots at the enemy upon Decatur Street. Realizing, however, the futility of attempting to do what General Hood and his batallions had failed to accomplish, these dashing cavalymen whirled almost immediately and clattered off in pursuit of the Confederate army. Thus Atlanta passed into the hands of the enemy, and thus opened that final chapter of the City's slow march up the hill called Golgotha, in which it bore its cross of suffering to the very peak.

With the arrival of the Federal forces, the city underwent an immediate transformation. Dealers in all sorts of merchandise came swift upon the heels of the advance guard of soldiers, and

by nightfall empty stores had been stocked with goods, groceries, clothing and the like, and enterprising newsdealers were crying their wares. Daily newspapers from New York, magazines and even novels were displayed, and Atlanta began to experience a revival of commerce. Quartermaster's stores were brought into the City in great quantities, and a depot of supplies was opened by the United States Sanitary Commission.

The influx continued throughout the entire night, and far into the following day. Billiard rooms and bars were opened, and advertisements appeared announcing a minstrel performance for that night. Dense crowds of soldiers and civilians thronged the streets, but there was no disorder.

As soon as a survey had been made of the City, the homes of some of the most prosperous citizens were taken over for the commanding officers of the Union army. General Sherman made his headquarters in a large building at the corner of Mitchell and Washington Streets, afterward used as a high school.

Fear that the women might be subjected to indignities disappeared quickly, as the soldiers were courteous as a rule, and were subject to strict discipline. Want had multiplied in the City during the long seige, when it was almost impossible to bring in supplies, and measures of relief were taken at once by the invaders. Food was distributed to those who needed it. But while these developments were gratifying to the people, and furnished some measure of relief from the apprehension which weighed upon them, they sensed

the fact that they were under a stern and implacable ruler and no show of consideration could remove entirely the fears that compassed them about.

The Union flag was hoisted, of course, and the attitude of the people toward this emblem was watched closely. It was observed in one instance that a young lady, in front of whose home a flag had been placed, began to leave and to enter by the rear door. It being obvious that it was her purpose to avoid walking under the flag, the stars and stripes were raised above the back door. Confronted by this situation, the young lady, one of the most beautiful in Atlanta, proceeded to show her defiance by climbing in and out a window! Having auburn hair and the high-strung disposition which is popularly supposed to go with it, she was extreme in her denunciations of the "Yankees," but that even such rage as that displayed by her may melt, was demonstrated by subsequent events.

Another charming but quick-tempered belle of the sixties, who was exceedingly bitter against the "Yankees," was a frequent visitor at the home of my grandfather, Dr. Henry Carr Hornady, then pastor of the First Baptist Church in Atlanta. On one occasion when she was engaged in a characteristic denunciation of the foe, Dr. Hornady sought to tease her by saying: "Don't go on so, child, for you may be marrying one of these handsome Yankee officers before this thing is over." She replied, "Never, I'd die first," but the truth is that she did this very thing some

time thereafter, and the marriage was a happy one.

In this connection it might be observed, that when the war ended finally, the "Yankee" officers had a distinct advantage over the returned Southerners when it came to courting the fair sex. The Southern boys were in rags for the most part, and there was no way of providing the becoming garments of the period. Old carpets, rugs and draperies were cut up and transformed into suits, and even bedticking was used. The result in most cases was to merely provide a covering for the body, and the young man adorned with one of these make-shift suits lacked much of being a Beau Brummell. Those who were no better provided for naturally were somewhat backward about seeking the society of the belles of the hour, and thus golden opportunities were allowed to slip.

Contrasted with the pitiful raiment of many of these young men, the smart uniforms of the Union officers shone resplendently, and they experienced none of the hesitency that characterized the native sons when it came to seeking the society of the fair sex. Thus circumstances, over which no one had control, so shaped events that many Northern youths found the opportunity to make themselves agreeable to the belles of the South, and it was inevitable that, in the course of time, some should have won their way into the hearts that once had flamed with hate. It was some time, however, before this state of affairs eventuated, nor is it to be assumed that the Southern boys were crowded out entirely. That would be far from the truth, for

with truly Spartan courage, thousands upon thousands of lovely Southern girls, disregarding the poor apparel and the empty pockets of the returned soldiers, united with them and entered joyously upon the work of rearing citadels out of which flowed streams of healing that helped mightily in the rehabilitation of the stricken South.

The uncertainty that attended the coming of the Federal troops into Atlanta was dispelled in a few days, and then the people learned for the first time how full was to be the measure of their punishment. In their wildest flights of fancy they had not dreamed of being turned from their homes and forced into exile, but this is the unhappy fate that befell them. On September 4th, General Sherman issued his order of exile, the opening paragraph reading:

“The City of Atlanta being exclusively required for warlike purposes, will be at once vacated by all except the armies of the United States, and such civilians as may be retained.”

In this proclamation no time limit was set by General Sherman for the forced departure of the civilian population, but this limit was fixed at ten days in a communication which he addressed to General Hood, three days later. In this letter, which was conveyed to the Confederate Commander by two citizens of Atlanta who had been designated for the purpose by General Sherman, the Union Commander said:

“General:—I have deemed it to be for the interest of the United States that the citizens now residing in Atlanta shall remove; those who prefer, to go South, the rest to go North. For the former

I can provide transportation in cars as far as Rough and Ready, and also wagons; but that their removal may be made with as little discomfort as possible, it will be necessary to help the families from the cars at Rough and Ready to the cars at Lovejoy. If you consent, I will undertake to remove all the families who prefer to go South to Rough and Ready, with all their movable effects, viz.; clothing, trunks, reasonable furniture, bedding, etc., with their servants, white or black, with the provision that no force will be used toward the blacks one way or another; but if they want to go with their masters and mistresses they may go, otherwise they will be sent away, except the men, who may be employed by our quartermaster. Atlanta is no place for families of non-combatants, and I have no desire to send them North if you will assist to convey them South. If my proposition meets your views I will consent to have troops in the neighborhood of Rough and Ready, stipulating that no wagon, horses, animals or persons sent for the purpose stated, shall be in any manner harmed or molested; you on your part agreeing, that no cars, carriages, persons or animals shall be interfered with. Each might send a guard, say of one hundred men, to maintain order, and to limit the truce to ten days after a certain time appointed. I have authorized the Mayor to designate two citizens to carry this letter and such other documents as he may forward in explanation. I shall await your reply. I have the honor to be your obedient servant,

“W. T. Sherman, Major-General.”

Upon receipt of this communication, General Hood entered a vigorous protest against the proposed action, sending the following communication to General Sherman:

“General:—Your letter of yesterday’s date borne by James M. Ball and James R. Crew, citizens of Atlanta, has been received. You say therein that you deem it to be for the interest of the United States for the citizens residing in Atlanta to be removed, and so forth. I do not consider that I have an alternative in the matter. I accept the proposition to declare a truce of ten days, or such time as may be necessary to accomplish the purpose mentioned, and shall render all the assistance in my power to expediate the transportation of citizens in this direction. I suggest that a staff officer be appointed by you to superintend the removal to Rough and Ready, while I will appoint a like officer to control the removal further south; that a guard of one hundred be sent by each party, as you propose, to maintain order at that place, and that the removal begin next Monday.

“And, now, Sir, permit me to say that the unprecedented measure you propose transcends, in studied and ingenious cruelty, all acts ever before brought to my attention in the dark history of this war. In the name of God and humanity, I protest, and believe you will find yourself wrong in thus expelling from their homes and firesides the wives and children of a brave people. I have the honor to be, General,

Very respectfully, your obedient servant,

“J. B. Hood.”

The tart comment of General Hood had no effect upon General Sherman, who proceeded without loss of time to put into effect his arrangements for ridding the City of its civil population. Notice was given that the exodus would begin the following Monday, and forthwith hurried preparation was made by the people to leave their homes—for they knew not what. It was the saddest, blackest day in all the troubled history of the little community, for not one, man, woman or child, knew what the future held in store. They knew only that they were turning their backs upon dear, familiar firesides; that they were leaving behind places where had existed the most tender association, and many an eye was dim as the sad processions made their way out of the community—women and children and aged men forming a picture of indescribable pathos. But there was naught of humiliation in their attitude. Bearing themselves with the same high courage that had characterized them throughout the troubled years of the conflict, they moved on, undismayed and unafraid, to the unretain fate that lay before them.

The exodus to the South carried 446 families, including 860 children and 705 adults. The record of the number going North is not preserved, though it undoubtedly was much smaller. That the movement was conducted with skill and with such attention to the humanities as conditions made possible, is attested by a communication addressed by Major Clare, of General Hood's staff, to Colonel Warner, of General Sherman's staff. In this letter, written under date of Sept. 22, 1864, Colonel Clare said:

“Colonel:—Our official communication is about to cease. You will permit me to bear testimony to the uniform courtesy you have shown on all occasions to me and my people, and the promptness with which you have corrected all irregularities arising in our intercourse. Hoping at some time to be able to reciprocate your positive kindness, I remain with respect, Your obedient servant.”

The Federal forces remained in Atlanta until General Sherman had completed his plans for the famous “march to the sea,” whereupon he applied the torch and went on his way toward Savannah, Nov. 15, 1864.

In his final blow at the “Citadal of the Confederacy,” General Sherman was thorough, as in all things. Few buildings were omitted from his plan of destruction, and these for reasons which seemed sufficient to him but were something of a mystery to the citizens when they returned. Whitehall Street was largely a mass of ruins, and Alabama Street presented much the same aspect. Some buildings were left standing on Pryor, Hunter, Mitchell and Loyd Streets, but Marietta presented a scene of terrible desolation. Business blocks, churches, homes and hovels had crumbled beneath the fury of the flames, the total number of buildings destroyed being estimated at four thousand five hundred. The list included every building in the City devoted to education. Thus it would appear that the lamented Henry Grady was indulging in no idle dream when, before the New England Society in New York, he dropped the observation that some people thought General Sherman was “kind of careless about fire.”

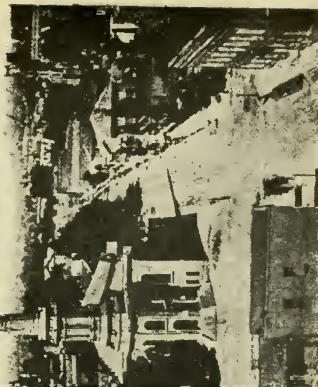
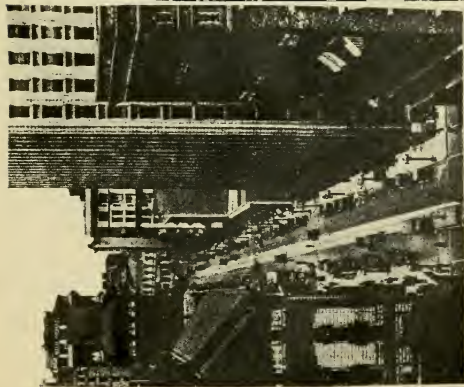
Following the evacuation of the Union army, the Confederates again entered, the first official order appearing after the reoccupation of the City bearing the date of Dec. 2, 1864. That the military leaders had not given up hope or weakened in their purpose, is shown by the fact that steps to strengthen the forces were taken immediately after headquarters had been opened. On Dec. 8, a call was issued for all persons in Fulton County between the ages of 16 and 55 to report at the City Hall for military duty. The age limits fixed here, and in previous calls, would appear to have been extreme, but, as a matter of fact, many persons under sixteen and over fifty-five volunteered for service. This was true at the beginning of the conflict, and was so until the end. Boys of fourteen and fifteen frequently ran away from their homes and enlisted under the pretense that they were sixteen, and bewhiskered men of sixty and over—good shots and innured to hardships,—gave themselves willingly to the cause, hence the saying that “the cradle and the grave” contributed to the armies of the Confederacy. The gameness and endurance of these old men, and the dauntless spirit of the boys, contributed much to the valour of the Southern armies, and helped to make luminous their record of achievement.

No sooner had the word gone forth that the Confederates again occupied Atlanta, than the exiled citizens began to return. Mayor Calhoun was back and had assumed his duties by the tenth, as had Marshal O. H. Jones. Other prominent citizens who returned at once included Dr. J. F. Alexander, Col. J. W. Duncan, Col. Cowart, Judge

Butt, Perino Brown, Dr. Simmons, Major Thompson, Major Bacon, Dr. Lawshee, L. C. Salmon, J. T. Porter, Messrs. Peck and Purtell, Col. N. J. Hammond, Col. J. I. Whitaker, Rev. Henry Carr Hornady, Col. G. W. Lee, Judge C. H. Strong, W. W. Roark, Captain Hubbard, W. P. Howard, and others.

This little handful of pioneers began at once the work of rehabilitation, being joined daily by others who also applied themselves to the task. J. G. Pounds opened a store at the corner of Whitehall and Mitchell Streets, and other enterprises began to appear. On Christmas Day religious services were resumed, the first sermon delivered in the City after its destruction being preached by Dr. Hornady, pastor of the First Baptist Church. It was a sermon of hope, and of prophecy, and it is interesting to record that the speaker on that memorable occasion lived to see his vision of a new-born city, peopled by a happy and contented citizenship, realized to the full. At the time of his death, thirty-two years later, Atlanta had become one of the great cities of the South.

With the repair of the railroads and the opening of avenues of transportation, the influx of returning exiles grew in volume, and before the winter of 1864-65 was over, the population had again attained considerable proportions. But it was a time of great trial to the people. In many instances every vestige of homes and places of business had been wiped out, and the people literally began to build for the future amid the ashes of what had been. Atlanta at this time was no place for the adventurer and the neer-do-well. The situation here



A STUDY IN CONTRASTS—FORSYTH STREET AS IT IS NOW AND AS IT WAS
IN THE EIGHTIES

challenged the strongest and the most purposeful, and it was this type of men and women who applied themselves to the work of rehabilitation. Imbued with a passionate love for the community, and inspired by unfaltering faith in its future, they wrought miracles of restoration, in spite of the dearth of materials.

The work of destruction in Atlanta had not stopped with the burning of thousands of buildings. Every piece of machinery that might have been useful in the work of restoration, had been damaged beyond repair. Lathes and engines had been broken up, boilers had exploded, saw-mills had been reduced to junk, and there remained practically nothing with which to work save the bare hands. As a result, the early structures were of a temporary character, but as soon as the machinery and materials could be brought in, permanency became the key-note of endeavor, as is shown by the presence today of numerous substantial structures, reared during the period of reconstruction, and still rendering useful service.

With the celebration of Resurrection Day in the churches of Atlanta in the Spring of 1865, the City was virile with life. Easter services were held throughout the community and it was a day of renewed hope and kindling faith. Services at this time were being held at the First Baptist Church, Rev. H. C. Hornady; Central Presbyterian Church, Rev. John S. Wilson; Wesley Chapel, Rev. W. W. Wightman, and Trinity Church, Rev. R. A. Holland.

Meanwhile the fearful tragedy of the war was hastening to its close, and all the dreams that had

clustered about the establishment of a separate government to be composed of those States among which existed a common sympathy and a common purpose, vanished into thin air. Four years of superhuman struggle and sacrifice ended on April 9th, 1865, when General Robert E. Lee, the idol of the South, handed his sword to General Grant at Appomattox.

Under an order issued at Macon on May 3, Col. E. B. Eggleston, of the First Ohio Cavalry, was designated to receive the surrender of the Confederate troops at Atlanta. He came to this City at once and took command on May 4, one of his first official acts being to issue an order reading "All persons in and about Atlanta, Ga., in possession of intoxicating liquors of any kind, are hereby prohibited from selling or giving the same to any soldier, whatever, under penalty of forfeiture of all liquors found in their possession."

This order was reassuring, in that it indicated to the people that drunkenness and disorder would not be permitted, but no act of consideration could have lifted the pall of gloom which overhung the City when it became known finally that the cause of the Confederacy had been irretrevibly lost. The sacrifices had been too great and the suffering too intense for ready forgetfulness.

Atlanta now became a scene of great activity, but it was of a most pathetic character to the people of the city. Soldiers in garments of worn and ragged gray, came in large numbers, and the problem of caring for them would have been acute but for the broad humanitarianism displayed by Colonel Eggleston. The readiness with which the

needs of these war-worn men were supplied from the post commissary brought words of highest commendation from the "Daily Intelligencer," the publication of which had been resumed.

The formal raising of the United States flag above Atlanta came at a moment unforgettable in the history of America. On May, 1864, President Lincoln, had been assassinated, and when the Stars and Stripes were raised in Atlanta on May 16, in front of the headquarters of Colonel Eggleston, the banner stopped at half mast, and remained there, rippling to the soft May breeze. Thus tribute was paid to the dead War President in a city where war had left so many cruel scars.

CHAPTER V.

WITH FACES TO THE FUTURE.

IT is typical of the spirit of Atlanta that little time was lost in lamenting over the losses and hardships of the past. With their zeal for the cause of the Confederacy evidenced by such devotion and such sacrifices as few people are called upon to display, they turned their faces to the future with a supreme purpose to push on to better things, however discouraging the circumstances. As they had been loyal to the Stars and Bars, they would be loyal to the Stars and Stripes. As they had wrought in war, they would labor in peace, confident that the years would crown their efforts with a goodly heritage.

This attitude found expression on June 24, 1865, in a meeting held at the call of Mayor Calhoun, John M. Clarke, John Silvey, J. L. Dunning, J. W. Manning and W. R. Venable. This gathering was attended by many representative citizens, and following formal organization with Mayor Calhoun as chairman, a committee on resolutions was appointed, consisting of John M. Clarke, J. I. Whitaker, A. Austell, J. L. Dunning and G. W. Adair. This committee reported resolutions, the preamble of which read:

“Whereas, the Constitution of the United States makes ample provision for the freedom of speech, the power of the press, and the unalienable right of the people to peacefully assemble,

and to counsel with each other on all matters of public concernment and national interest, and

“Whereas, the late war has left the State of Georgia in a most deplorable, disorganized and unsettled condition, we, therefore, as a portion of the people, have assembled this day to express our anxious solicitude for a speedy restoration to our original status in the Union, and hopefully anticipate that the day is near at hand when the sun of our former prosperity and happiness will again shine upon us with undiminished and even increased splendor, when each one may sit under his own ‘vine and fig tree, with none to molest him or make him afraid.’ ”

The resolutions which followed, and which were adopted as expressing the views and purposes of those assembled, voiced a lofty sentiment, saying among other things:

“That we most earnestly desire a speedy restoration of all political and national relations, the restoration of mutual confidence and friendship, the uninterrupted intercourse of trade and commerce with every section; in fine, to hold and occupy our old position in the list of States, the sovereign and sole conservators of an unbroken and imperishable union.

“That we counsel a ready and willing obedience to the laws of our country, and with cheerfulness and patient industry the fulfillment of our mission.”

Profound regret was expressed concerning the assassination of Abraham Lincoln, and confidence in the administration of President Andrew Johnson, was voted, together with an endorsement of

James Johnson as provisional governor of Georgia.

Appointment of provisional officers for Georgia were of a character to create confidence on the part of the people. John Erskine, appointed Judge of the United District Court, had been a citizen of Atlanta before the war. He was well known to the citizens of the community and enjoyed their confidence. James L. Dunning was made United States Marshal, and he, also, was warmly received as a former citizen of the community. A. W. Stone, an Atlanta man, was appointed District Attorney, and thus the people felt that in their officials under the new regime they had men who knew them and who would deal justly with them.

Starting off under these fair prospects, Atlantans faced the future with optimism and confidence, but as the reconstruction machinery of the Federal Government began its slow but implacable movements, numerous situations developed which called for the exercise of the greatest fortitude. Most of these troubles here, as elsewhere in the South, were due to the colossal and amazing blunder of conferring the full rights of citizenship upon a vast horde of ignorant and bewildered blacks.

The question of negro dominance became a burning issue throughout the South immediately the full enfranchisement of the former slaves had become the purpose of the Congress of the United States, and Atlanta was no exception. The movement "to disfranchise our intelligence and make the hereditary slaves of two centuries rulers of our political destiny," as I. W. Avery expressed it, was one to inflame the passions of the people to

fever heat, and a tense situation prevailed throughout the closing half of 1866, continuing into the new year.

Feeling in Atlanta led, on February 28, to the publication of a notice calling a mass meeting for March 4, at the city hall, in order that the people might have an opportunity to express themselves. The call for this meeting was signed by the following representative citizens: Ira R. Foster, Joseph Winship, E. E. Hulbert, Lemual Dean, J. H. Flynn, A. Austell, George Hillyer, H. Sells, D. F. Hammond, P. L. Mynatt, Richard Peters, E. E. Rawson, S. P. Richards, P. P. Pease, R. P. Zimmerman, Clark Howell, E. P. Howell, W. F. Meador, J. W. Simmons, F. M. Richardson, J. R. Wallace, H. C. Barrow, W. A. Fuller, W. W. Butts, J. D. Pope, W. C. Moore, R. M. Farrar, C. A. Pitts, J. J. Morrison, John Sivley T. W. J. Hill, H. P. Farrow, J. A. Hayden, T. J. Healey, J. W. Loyd, J. Lemmons, E. F. Hoge, H. Muhlenbrink, L. S. Salmons, J. B. Campbell, J. E. Gullatt, A. A. Gaulding, J. A. Doane, A. K. Seago, Vines Fish, H. C. Hornady, J. C. Hendrix and C. C. Green.

Many of these names will be recognized as belonging to men who played a most conspicuous part in the building of Atlanta, and in shaping public thought throughout the State.

When the hour for the meeting approached, it became clear that control of the gathering was going to be difficult. A throng had assembled that taxed the capacity of the hall, and from snatches of conversation heard on all sides, it was evident that feeling ran deep. The task of the conservatives clearly was to keep the extreme ele-

ment from dominating the gathering and precipitating some action that might make bad matters infinitely worse. The conservatives met no opposition in electing Richard Peters as Chairman and W. I. Scruggs as Secretary, and when a motion had been adopted providing for the creation of a committee on resolutions, the chair named on this committee Colonel Farrow, Colonel J. J. Morrison, T. W. J. Hill, V. A. Gaskill, E. E. Rawson, I. G. Mitchell, J. O. Harris, C. P. Cassin and E. E. Hulbert—all men who favored a conservative course. This committee reported resolutions reading as follows:

“Resolved, That it is the sense of this meeting that the people of Georgia should promptly, and without the least hesitation, accept the plan of restoration recently proposed by Congress.

“Resolved, That in the opinion of this meeting there are persons in each and every county within this State sufficient in numbers and sufficient in integrity and ability, who are not debarred from voting and holding office by the provisions of this law, to perform all the functions of government.

“Resolved That we earnestly hope that as soon as practicable, all those who have the right to do so, will, in good faith, enter upon the duty of instituting for Georgia a legal State government.

“Resolved, That we, citizens of Fulton County, do hereby proclaim to our fellow citizens throughout the entire Union, a sincere purpose, on our part to heal the wounds inflicted by the unhappy past, and we take this method of extending to our fellow citizens of every state, a cordial and hearty invitation to come and settle in our midst, assur-

ing them in the name of everything that is sacred that they shall be received and treated as friends, and as citizens of a common country.

“Resolved, That a copy of the proceedings of this meeting be forwarded to Governor Jenkins, and a copy to the Reconstruction Committee at Washington.”

These resolutions were read amid a tense silence and at the conclusion of the reading it was evident from the lack of applause that the verbage did not suit the majority of those present. Speeches in support of the resolutions were made by Colonel Farrow and Mayor Calhoun, but before a vote was taken Colonel L. J. Glenn obtained recognition, and thereupon offered the following:

“Resolved, 1. That in view of the present condition of the Southern States, and the passage of the military bill by the House of Representatives over the President’s veto, we think it the duty of the people of Georgia to remain quiet, and thereby at least preserve their self respect, their manhood and their honor.

“Resolved, 2. That in the event said bill has or does become a law, we trust Governor Jenkins, either alone or in connection with the governors of other Southern States, will at once take the necessary steps to have the constitutionality of the law tested before the Supreme Court of the United States.

“Resolved, 3. That we hereby tender to his excellency, President Johnson, our heartfelt thanks for the patriotic effort he has made to protect the constitution of the United States and the liberties of the people.”

The reading of these resolutions brought forth prolonged cheers, which left no doubt as to the temper of the gathering. Then, no sooner than the tumult had subsided, a further demonstration was brought about by Colonel T. C. Howard, who offered an amendment to the Glenn resolution, denouncing the Sherman Military Bill as "harsh, cruel and unjust, as it surrenders life, liberty and estate to the arbitrary and despotic will of the military power." The bill was further described in this amendment as "degrading to the bitterest and last degree, as it sinks us below the legal status of our former slaves, surrenders the control and policy of the Southern States to the blacks, and by our own hands stigmatizes, disfranchises and disavows the men who have periled life, fortune and all worldly ambitions for our sakes; that by our assent to the principles and provisions of said bill, the Southern people commit political suicide by arraying themselves against the President of the United States, who, with sublime courage, has resisted the combined energies of the enemies of the government and constitution, by adopting and ratifying outrages on our liberties that would not be tolerated an instant by that tribunal while a vestige of that instrument remained," etc.

The firey eloquence of Col. Howard swept the crowd, which was now ready for almost any extremes, but in the end, after much confusion and uncertainty, a motion to adjourn was made by Colonel R. J. Cowart, who expressed the view that the people were not then prepared to pass judgment upon a subject so grave and so farreaching. The motion to adjourn carried, but immediately Gen-

eral L. J. Gartrell leaped to his feet and called in clarion tones for all who favored the Glenn resolutions to remain in the hall. Most of those present resumed their seats, and thereupon another meeting was organized with General Gartrell as chairman and J. G. Whitner as secretary.

As soon as the second meeting had become organized for business, Colonel Morrison asked if it was the intention to bar those opposed to the Glenn resolutions, and upon being answered in the negative, he made a vigorous speech in opposition. Other speakers were heard, and then a vote was taken, the result being an overwhelming majority for the Glenn resolutions.

Colonel Farrow, whose committee had offered the resolutions that went down in defeat, thereupon announced that an adjourned meeting would be held that night to further consider these resolutions, and the gathering dispersed. That night the Farrow resolutions were adopted, with an amendment calling upon the Governor to convene the Legislature immediately with a view of calling a convention to comply fully with the terms prescribed by the Sherman act.

At the night meeting ex-Governor Brown was called upon, and he made an earnest plea for conservative action upon the part of the people, pointing out the futility of resistance and the harm which might result were any save a constructive course followed by the South.

It was a day full of excitement, accompanied by no little feeling, but in the end both sides had their way, though it is doubtful if either side had much weight in determining future events; events which

were being shaped in Washington and over which the people of the South had little or no influence.

The State of Georgia subsequently became a party to a suit before the Supreme Court of the United States in which it was sought to obtain an injunction against the operation of the Sherman act, but the only effect was to intensify the feeling of those who had determined to make a thorough job of disciplining the South.

Under the provisions of the Sherman Law, Major-General John Pope was appointed Commander of the Third Military District, comprising Alabama, Georgia and Florida, and he arrived in Atlanta by special train from Chattanooga on Sunday, March 31, 1867. He was met at the station by a committee of local citizens and escorted to the leading hotel, where a reception was held in his honor. It was attended by many prominent citizens, all of whom were received by General Pope in a most gracious manner. He greeted them in civilian clothes and his deportment throughout was that of one who wished to make himself agreeable and to remove any tension which might exist.

One of the first acts of the military commander was to remove the headquarters of the district to Milledgeville. At the same time he announced that all civil officers then in office in the three States under his jurisdiction, would retain their positions until the expiration of their terms, "unless otherwise directed in special cases." He expressed the hope that "no necessity will arise for the interposition of the military authorities in the civil administration," and

pointed out that such a necessity could only arise "from the failure of the civil tribunals to protect the people, without distinction in their rights of person and property."

Altogether, the impression made by General Pope was most favorable, and there seems little doubt that he endeavored to discharge his difficult duties in a way to cause the least dissatisfaction, but in the end the good feeling which characterized his advent, disappeared and a clamor arose for his removal. He was removed on December 28, 1867, and Major-General George G. Meade was named as his successor. The change was received with enthusiasm by the people, but in the course of time General Meade became about as unpopular as his predecessor had grown. It is probable that both of these officials endeavored to discharge their duties with as little friction as possible, and the resultant dissatisfaction was due, not to any desire on their part to be harsh or extreme, but to the fact that the laws under which they worked were harsh and extreme and could not be interpreted and administered in a manner wholly foreign to their fundamental character, however well intentioned the administrator might be.

The method of restoration to the Union was the point upon which the differences of this period largely turned, and it was while discussion upon this subject was at fever heat that a flaming and dramatic figure leaped to the front. With a fearlessness that astonished those given to equivocation, and with an eloquence that was as a consuming fire, Benjamin H. Hill stepped into

the arena and exposed the reconstruction scheme in all its nakedness. Speaking before a great convention in Atlanta, with the people hanging upon his every word, he urged the sacredness of the Constitution, denounced the Sherman act as violative of that great document, and continued "I charge before Heaven and the American people this day, that every evil by which we have been afflicted has been attributable directly to the violation of the constitution. Tinkers may work, quacks may prescribe, and demagogues may deceive, but I declare to you there is no remedy for us, and no hope to escape the threatened evils, but in adherence to the constitution."

He then denounced in the most scathing terms those who would support a convention which they knew to be contrary to the constitution. "I shall discharge the obligation of the amnesty oath," he said. "It required me to support the constitution and the emancipation of the negro, and I do, but I will not bind myself to a new slavery—to hell—by violating it."

Many others of prominence and influence adopted a like attitude toward the approaching State Convention, holding that it was called in defiance of the fundamental law of the land and that to participate in it was to trample under foot the one document under which liberty was guaranteed unto the people. Robert Toombs, former Governor Herschel V. Johnson and others were of like mind. The latter advised registration on the part of the people, but noncompliance with the terms imposed. He warned them "never to embrace their despotism," but to hope

for a reaction in the North and West against "the overthrow of constitutional liberty."

The convention at which these brilliant orators poured out the vials of their wrath before a vast and embittered audience, was held in an immense arbor erected on Alabama Street, July 23, 1868. The day was fearfully hot, and the multitude composing the audience occupied hard wooden benches, but for five hours they listened eagerly to the words of such men as Robert Toombs, Benjamin Hill, Ralph J. Moses and Howell Cobb, their passionate sentences, as they described the evils of the reconstruction program, being greeted with storms of applause.

Governor Jenkins, who was active in the prosecution of the injunction proceedings in the United States Supreme Court, was also outspoken in his denunciation of the illegality of the methods proposed under the military acts; so much so that it brought on a sharp exchange of letters between General Pope and himself. These differences continued under the new military commander, General Meade, culminating finally in the removal of Governor Jennings from office and the appointment of Brigadier-General Thomas H. Ruger, to this position. This action was taken by General Meade on January 13, 1868, and the immediate cause was the refusal of Governor Jennings to authorize the payment of a bill, amounting to some forty thousand dollars, which money was to pay the cost of holding the state convention; a gathering which the governor held was unconstitutional. The State Treasurer, John Jones, was removed at the same time for the same

cause, and he was succeeded by Captain Charles F. Rockwell, also of the United States army.

The order for the State Convention, about which so much bitter controversy raged, was issued by General Pope on November 19, 1867. It was to be held in Macon on December 5, 1867, and was for the purpose of framing a constitution for the civil government of the State of Georgia.

When this convention met there were twenty-two negroes among the delegates, and one of these was made a door-keeper while another was designated for the duties of messenger. Thus for the first time the black man made his appearance in a gathering of this character in the State of Georgia.

While the convention was in session and shortly after he had appeared before the body and delivered an address, General Pope was removed from office, and a few days thereafter his successor, General Meade arrived in Atlanta. He was met here by an enthusiastic citizenship, and was presented with a set of resolutions shrewdly designed to flatter him, and at the same time, afford the populace an opportunity to flay his predecessor. These resolutions were adopted at a mass meeting held at the City Hall in Atlanta on the night of January 4, and were presented to General Pope upon his arrival two days later.

In the preamble to this remarkable set of resolutions, the facts surrounding the attempt of General Pope to force the payment of the \$40,000 heretofore referred to, were set forth, while the convention itself was denounced as "conceived in fraud and brought forth in iniquity." It was



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also charged that the retiring general had been "surrounded while in this city by evil counsellors in civil life to whom he lent a listening ear, and whose thirst for office influenced them to counsel to further oppression and degradation of our people, in order that they might fatten on the spoils thereof."

The first part of these resolutions, which so seethed with the popular feeling of the hour, went on most ingeniously, "While this meeting is unalterably opposed to the military acts of Congress, under which it proposed to 'reconstruct' the Southern States, and while it disclaims any wish (were it possible) to influence the action of Major-General George G. Meade, politically or otherwise, yet it can but express its gratitude that our people shall have in him, as military commander of this district, a gentleman and a soldier, who, we have reason to believe, will uphold and not destroy the civil government of the State; who will uphold and not trample under foot the civil laws he may find in force, and who will restore those set aside by his predecessor; who will guarantee freedom from fraud and corruption in registrars, managers and voters, in any future elections or registrations that may be had under said military acts; and who will tolerate, in its fullest extent, freedom of speech and of the press in the discussion of the great questions affecting the present and future welfare of the people of Georgia."

The resolutions concluded "Entertaining these views with reference to General Meade and to the course he will pursue in the administration of his

office, we welcome him to our City, and trust he will continue his headquarters in Atlanta, as Commander of The Third Military District."

A committee of seven was appointed to present the document to the military commander and to forward a copy to the President of the United States. The committee, in waiting upon General Meade, was cordially received, and if he saw in the resolutions any effort to shape his conduct, he did not betray the fact. Indeed, he was quite as cordial as his predecessors had been on a similar occasion, and made quite as favorable impression. That he was not greatly moved, however, was demonstrated exactly four days later when he threw Governor Jenkins out of office for declining to put his O. K. on that much discussed bill for \$40,000!

The Constitution Convention, which had been the subject of so much bitterness, completed its labors March 11, 1868, and the new constitution was ratified in an election held April 20, 21 and 22. Fulton County, of which Atlanta is the heart, voted for ratification by the narrow majority of 210 out of a total vote of 4,248, but gave an emphatic majority for John B. Gordon for Governor, in opposition to R. B. Bullock. The latter was nominated by the delegates to the constitutional convention, who had resolved themselves into a nominating convention for this purpose, and he was elected by the vote of the people in the State at large. In Fulton County he received 1,914 votes, while General Gordon received 2,357. The vote for these two candidates showed about the relative strength of the white and colored vot-

ers in Fulton County, the whites being in the majority. However, this condition did not obtain universally, the negro voters greatly outnumbering the whites in some quarters.

Called together under a proclamation issued by Governor-elect Bullock on June 25, 1868, the Legislature of Georgia convened in Atlanta on the Fourth of July, and had become organized to the satisfaction of General Meade, Military Commander, by July 21. Immediately thereafter a resolution was offered ratifying the Fourteenth Amendment to the United States Constitution and it was passed by the following vote: House 89 for and 69 against: Senate, 28 for and 14 against.

Governor Bullock was formerly inaugurated on the day following and served until his acts of incompetence and alleged venality created such a crisis that he fled the State, soon thereafter to become the subject of a warrant, charging larceny in connection with certain bond transactions.

This session of the Legislature furnished one of the most sensational and amazing incidents in the entire history of the Commonwealth, when a Republican was elected to the United States Senate over Joseph E. Brown, former Democratic Governor of Georgia, the end being accomplished by Democratic votes. Another extraordinary phase of the picture was the delirious joy the result occasioned in Atlanta and throughout the entire State.

The candidates whose names were ballotted upon were Joseph E. Brown, Alexander H. Stephens, Joshua Hill and C. H. Hopkins. On the first

ballot Former Governor Brown received 102 votes, Alexander H. Stephens 96, Joshua Hill 13 and C. H. Hopkins 1. Fearing that Brown might win on the next ballot and determined to beat him at any cost, the Democratic members, who had been supporting Stephens, flocked solidly to the support of Hill, the Republican, and on the second ballot Hill received 110, Brown 94, Stevens 1 and C. W. Stiles 1. Hill, Republican was elected.

Excitement over this contest was intense, and when the news went forth that Former Governor Brown had been defeated, an immense crowd gathered in front of the United States Hotel, where a remarkable demonstration of enthusiasm was witnessed.

On the same day, H. V. M. Miller was elected to the Senate, defeating Foster Bloodgett, a very unpopular representative of the Republican party, and this added to the cup of joy.

The reason for this attitude of bitterness toward former Governor Brown was his alleged "desertion of the South and the Democratic party" during the fervid days of Reconstruction, and even now, after the passing of more than a half century, one still may find among older citizens some evidence of this feeling. Indeed, in all the history of Georgia it is doubtful if another man has been more genuinely hated by his enemies—or more loyally supported by his friends—than was Governor Brown. The former denounced him with all the heat of an unusually torrid period; the latter credited him with greater vision than is given to most men and with the

courage to stand for the things he deemed right, despite consequences to himself. Upon his death in November, 1894, his body lay in state at the Capitol for twenty-four hours, viewed by hundreds, and impressive ceremonies were held in the Senate Chamber.

The Legislature of 1868 did another thing that created great excitement and which brought additional troubles to the State, when it threw out twenty-seven negro members, including two senators. This action was participated in by a number of Republican members, as well as by the Democrats, and it met with popular approval, but one may well imagine its effect upon the extremists in Congress who were writing prescriptions for the conduct of Southern States. Thaddeus Stevens was dead, but Charles Sumner was much alive, and he took immediate steps to have the State of Georgia punished. The result was another "reconstruction" for Georgia, in the process of which thirty-one negroes were admitted to seats in the Legislature and twenty-four Democrats were thrown out.

Governor Bullock went to Washington himself, and directed personally the fight for the legislation which finally was adopted. The act finally passed by Congress required members of the Legislature to take an oath that they had not participated in rebellion after holding office; prohibited the exclusion of members by reason of race or color, and required the ratification of the Fifteenth Amendment before the representatives of the State of Georgia would be seated by Congress.

The Legislature was called together on January 10, 1870, and other unique chapters in reconstruction history were written. An attempt was made to elect three United States Senators at this one session, the body actually undertaking to select one senator whose election was due to come before the next Legislature. The men elected to the Senate were R. H. Whatley, H. P. Farrow and Foster Bloodgett—all of whom were denied seats when they appeared in Washington, though Governor Bullock once more went to that City and attempted to have his amazing legislative maneuvers approved by Congress. However, his indifference to constitutional requirements had been observed in Washington and this time he met defeat at every turn. Congress condemned the proceedings of the Legislature, and passed an amendment forbidding the extension of terms of office—the last being a bitter disappointment to Bullock.

But even in the face of these reversals, Bullock did not surrender, but straightway set about trying to so fix matters that he could dominate the approaching election. His star was waning, however, and he failed in this also. The election was held; the Democrats swept the State, and from that day to this have remained in control of public affairs.

CHAPTER VI.

INCIDENTS OF LONG AGO

MANY other spectacular and thrilling events transpired in Atlanta during the years intervening between the close of the war and the final restoration of the government to the people of the State. This City became the political center of the commonwealth and the pivot around which turned events of an absorbing character.

Seeing no reason why the State Government should not function, especially in the light of the fact that action was needed as never before in the history of the State, Governor Brown called the Legislature to meet on May 22, 1865, and immediately thereafter he was placed under arrest by order of General Wilson, who also issued an order forbidding the Legislature to assemble. Governor Brown was carried to Washington, where he was placed in prison, but he obtained an audience with President Johnson and was released after the passage of some ten days. Returning to Georgia, he was denied the right to exercise the duties of Governor—James Johnson, of Chambers, having been appointed Provisional Governor on June 17—and on June 29, 1865, Governor Brown resigned.

At the time of the arrest of Governor Brown, Alexander H. Stephens, General Howell Cobb and B. H. Hill were also taken into custody. The arrest of these conspicuous figures in the public

life of the State created a great sensation, and added fuel to the flames of passion burning throughout the length and breadth of the Commonwealth.

As throwing light upon the mental attitude of the newly liberated negroes, it is interesting to note that one of the early acts of Provisional Governor Johnson was to issue a proclamation in which was set at rest the expectation that private property would be parceled out. Many negroes were under the impression that the land of the white people was to be divided among them, this being the outgrowth of a report that came from some source during the war that each negro would get "forty acres and a mule" when the South was subdued.

Provisional Governor Johnson called a State Convention for October 25, and when this body assembled, he delivered a message that created widespread controversy because of a recommendation that the war debts of the State be repudiated. These debts amounted to \$18,135,775, whereas the debt of the State for other purposes was only \$2,678,760. A violent protest against repudiation arose and the act was passed only after notice had been received from President Johnson and Secretary Seward that repudiation was necessary to readmission to the Union. In addition to repudiating this debt, the Convention formally abolished slavery and adopted a new constitution.

The legislative session beginning January 5, 1866, developed incidents of widespread interest. Among other things, this body elected Alexander

H. Stephens and Herschell V. Johnson to the United States Senate, but they were never seated. By now the fierce conflict between President Johnson and the Congress of the United States was on, with Thaddius Stevens leading the fight for making the conditions as onerous as possible. Southern representatives were denied admission, and the whole matter went to the Reconstruction Committee, of which Stevens was Chairman, and before which he had his way. He also won in Congress, when the fight was renewed and when the vetoes of the President, which precipitated the agitation for his impeachment, were overridden.

The extraordinary condition brought about by the disfranchisement of many prominent citizens, was illustrated in striking fashion when the Democrats, in 1868, undertook to place a candidate in the field for Governor. Meeting in Atlanta on March 13, the State Democratic Executive Committee placed Judge August Reese in nomination for Governor. On the 24th of the same month Judge David Irwin announced his candidacy for this position, and thereupon Judge Reese withdrew, saying that he had found himself ineligible to hold the office. The party then got behind Judge Irwin, but presently the Republicans pointed out that Judge Irwin was ineligible by reason of the fact that he had been a Confederate presidential elector. This point was sustained by the Military Commander, and the Democrats were left without a standard bearer. In this emergency they went to General Meade, Military Commander, to find out who among Democrats

was qualified to hold the office. General Meade thought the situation over and then announced that General John B. Gordon was eligible. Thereupon this great soldier and highly popular leader was given the nomination, going down to defeat, however, in the chaotic state that existed at that time—thousands of white men disqualified and thousands of negroes having the ballot.

One of the greatest sensations of the period was furnished by Governor Rufus B. Bullock, who succeeded Governor Jenkins after the brief reign of Thomas Ruger, the military appointee. Under his administration, which was characterized by great bitterness, State bond issues were handled with a disregard for the properties that was amazing, and charges of corruption and inefficiency mounted until they reached such proportions that drastic action appeared inevitable. His administration became a national scandal, attracting the notice of newspapers in New York and elsewhere, and finally the storm of public disapproval became so threatening that, on October 23, 1871, he secretly resigned and fled from the State.

A warrant for the arrest of the fugitive ex-Governor was issued early in 1872, it being charged that he was guilty of the larceny of certain bonds, but it was not until 1876 that he was arrested. The Governor of New York, to which state he fled, refused to grant a requisition, and when the accused was finally brought back and placed on trial, five years after his flight, acquittal resulted, it being impossible to connect him directly with the transaction involving the bonds.

In January, 1872, a scene of rejoicing such as Atlanta had not witnessed in years, attended the inauguration of James M. Smith as Governor. Coincident with his election, the Democrats of the State had come into complete control of the legislative machinery for the first time since the war, and the rule of a free people was restored. Carpet-bagism, with all its attendant terrors and intimidations, was at an end.

A stirring event of this year was the meeting of the Democratic State Convention in Atlanta on June 26, which was characterized by a sensational fight over the impending nomination of Horace Greely for President, in opposition to the regular Republican candidate. Greely was then the nominee of the Liberal Republicans and had been endorsed by the Democrats of the North, who saw the futility of attempting to carry the country with a candidate of their own in the face of the popular feeling in the North which had grown out of the war. The Atlanta convention, after a spirited contest, declined to endorse Greely or to oppose him, preferring to send an untrammelled delegation to the Democratic Convention, which soon was to meet at Baltimore. However, when the Baltimore Convention formally endorsed Greely, another meeting was held in Atlanta, July 24, and the convention endorsed the nominee and pledged its support to the ticket. In the national election which followed, Greely carried the State.

Another convention held in Atlanta that excited widespread interest, was in 1873, when General John B. Gordon was elected to the United

States Senate after a spectacular and sensational fight, in which the honor came very near going to the eloquent and popular Alexander H. Stephens. The candidates were General Gordon, Alexander H. Stephens, B. H. Hill, Herbert Felder and A. T. Akerman, but the struggle narrowed down to the two first named, and in the end General Gordon won.

The popularity of Stephens was attested immediately thereafter by his election to Congress, where he was returned after an absence of thirteen years, during a portion of which interval he occupied the high office of Vice-President of the Confederate States of America.

Senator Gordon inadvertently added fuel to a flaming state fight by resigning his seat in the Senate in May, 1880. At that time Governor Alfred H. Colquitt was a candidate for re-election, his campaign being managed by the famous Henry Grady, and it was one of the bitterest fights Georgia had ever known. The State Convention, which had met in Atlanta on August 4, was unprecedented in that it failed to make a nomination after a prolonged and fiercely bitter struggle. Governor Colquitt's forces were in the majority by a wide margin and might have insisted upon majority rule, which had prevailed in previous conventions, but they accepted the two-thirds rule, and fought for days to bring about the nomination of their man. At one time they came within nine votes of winning, but the opposition was implacable, and in the end the body adjourned after passing a resolution

“recommending” Governor Colquitt to the Democrats of the State.

The element which had waged this fierce and uncompromizing fight upon Governor Colquitt, put Thomas M. Norwood in the field for governor, and the struggle raged with unprecedented fury. The most sensational charges were brought against the Governor, and when Senator Gordon resigned and former Governor Brown was appointed in his place, the cry of “trade” was raised by the opposition, and the struggle became more embittered. This development threw three powerful figures side by side in the struggle—Colquitt, Gordon and Brown, and the result was a landslide for Colquitt.

The Colquitt campaign, which Grady conducted with such conspicuous success, assisted by Evan P. Howell and other distinguished leaders, resulted in the choice of a Legislature which elected Joseph E. Brown to the United States Senate—the post to which he had been appointed by Governor Colquitt.

By this time, 1880, the population of Atlanta was approaching 40,000 and the City was pulsing with life and energy. Its fame had grown until it was recognized as one of the coming cities of America, and the tide which carried it to the greatness of today was running strong. It is a far cry from that stirring and progressive period to 1849, but it is worth while to turn back for a little while and consider some of the intervening events.

Communication between Atlanta and the outside world, which is now carried on with so much

ease by means of telegraph and telephone systems and numerous radio stations, was limited to the United States mails until the Spring of 1849, when the Macon and Western Branch Telegraph Company brought a line into the City from Macon. The telegraph office, with its single wire and one instrument, was located in a building at the corner of Pryor and Alabama Streets, the operator being C. R. Hanleiter.

The coming of the telegraph was an incident of widespread interest and the instrument, being of that type which printed the message upon a long ribbon of paper, was an object of much curiosity. The first commercial message to pass over this wire was sent by Dr. E. K. Kane, a celebrated artic explorer of that period, who was passing through Atlanta about the time the office opened. The message went to his father at Philadelphia and related to the purchase of materials for an expedition for which he was then preparing.

Later, in 1850, another telegraph operator was sent to Atlanta in the person of Col. N. D. Sloan, and in a speech made at a banquet given to the old settlers at the National Hotel in 1884, he told some interesting experiences connected with those early days. Among other famous men who visited the little telegraph office was Col. Sam Houston, of Texas, then a member of Congress. He had never seen a telegraph instrument before and was greatly interested in it. Another famous visitor was the Hungarian patriot, General Kosuth, who passed through Atlanta enroute to Savannah with a large body of followers. He sent a telegram here and displayed considerable indig-

nation when asked to pay for it, but finally did so.

On another occasion, a group of young fellows encountered a farmer who had come to town for the purpose of sending a negro to Macon. They told him that it would be much cheaper to send the darky by telegraph, and so the farmer, the negro and the practical jokers all repaired to the office. Here the farmer and the negro were lined up and told to hold to a wire which connected with the battery, and both did an impromptu dance as they felt the force of the current. When the farmer found that he was the victim of a joke, he was furious and Col. Sloan had to vacate the office for a time in order to avoid a personal difficulty.

Practical jokes of this character were common enough in those rollicking days, and one which attracted no little attention was perpetrated when a group of boys one night took the bell from the Methodist Church and dropped it into the well at the home of the Baptist minister.

Illustrating the tendency of the youth of this period toward mischief, a writer in the *Pioneers' History of Atlanta*, said:

"It was not an easy job to police Atlanta in those days, for the old inhabitants will agree that there never was a town of like size that had as many wild and mischievous boys in it. One little harmless amusement that the boys about town were wont to indulge in at that time, consisted in rolling a hogs-head full of hogs down the Alabama Street hill. They would get a big sugar hogshead and, putting four or five 'grunTERS' securely inside, start it rolling at the top of the Ala-

bama Street hill, where Whitehall now crosses. The hogshead would roll until it hit the big embankment on which the calaboose stood, and the racket made by the imprisoned porkers would bring everybody in the village running to the place of the terrific noise. This was one of the mild jokes the town marshal of those days had to put up with."

Many curious and interesting events occurred in those old days, as one may learn by browsing among ancient tomes and musty newspaper files. For instance, it is recorded that in 1859 Jefferson Davis, then a member of the United States Senate, was arrested in this City. He was passing through, and when the train stopped at the "shed" he got off and was taking a bit of exercise by the side of the track, when two local officers walked up to him and told him he was under arrest.

Accosted thus, Senator Davis told the officers that they were mistaken in their man, but nothing he said had any weight with them, and he was only saved from going to jail by an earnest request to be carried before Mayor James M. Calhoun, whom he knew well. When the mayor saw this old friend and distinguished citizen under arrest he was filled with indignation and mortification, and he read the officers a severe lecture. The latter, who were on the lookout for a train robber and who had thought that they had captured the fugitive, were profuse in their apologies, and the incident ended there. At a later period, when he had become President of the Confederate States of America, the citizens of Atlanta had an oppor-



UPPER—PIEDMONT DRIVING CLUB
LOWER—HABERSHAM HALL, D. A. R.

tunity to honor Mr. Davis and his visit on this occasion was noted for its fervent enthusiasm. Again, when in 1893, the body of Jefferson Davis passed through Atlanta enroute to Richmond, where it was consigned to the earth, the people of this City assembled in great numbers to pay tribute to the fallen leader.

In the early fifties, President Fillmore, who had succeeded President Taylor upon the death of the latter, visited Atlanta and the event was celebrated in notable fashion, though a tragedy which marked the occasion added a sombre touch. A feature of the celebration was to be a flag raising, and in anticipation of this event two tall trees had been felled and a very high pole had been erected by fastening the two trees together. When it was sought to raise the flag, the ropes became entangled, and the ceremony was halted, much to the embarrassment of the committee and the assembled citizens.

The committee promptly offered a reward of \$100 to any person who would climb the pole and untangle the rope, and thereupon a stranger who said that he had been a sailor, came forward and volunteered. He climbed to the point where the ropes had become entangled, and cutting one of the ropes with his knife, was instantly killed by falling to the earth. He evidently was holding to the rope that he cut. Investigation showed that he had left a family, and when this fact was made known to the crowd, a fund of \$2,000 was raised and presented to the widow.

“Whig” sentiment was strong in the community at this time, and there had been great re-

joicing over the election of the "Whig" ticket. Prior to this election, one of the greatest political meetings ever witnessed in Georgia was held at Walton Spring, the crowd being estimated at ten thousand. This was in 1848, and one of the striking features was a highly emotional demonstration upon the appearance of Alexander H. Stephens, destined to become the Vice-President of the Confederate States of America.

Mr. Stephens was on the program as one of the speakers, but a few days before the meeting, while upon the veranda of the then famous "Atlanta Hotel," he was attacked by Judge Francis H. Cone, who was armed both with a cane and a knife. Mr. Stephens was stabbed several times before his assailant was overpowered, and while the wounds were not serious, they were severe enough to incapacitate him for some days.

Confined to his room at the hotel, Mr. Stephens did not intend to appear at the meeting, but when that vast throng had assembled, a large crowd of his admirers came to the hotel with a buggy and carried him to Walton Spring. No horses were used, the vehicle being drawn through the streets by the cheering crowd of enthusiasts. When the time came for him to speak, Mr. Stephens was unable to do so, but his valient friends lifted him up so that the great company could see him, and thereupon was witnessed such a demonstration as this community had never before beheld.

Following the election of Taylor and Fillmore as President and Vice-President of the United States, there was another tremendous

demonstration in Atlanta, the central feature of which was a torch-light parade. The marchers, representing communities scattered for many miles about Atlanta, carried burning pine faggots, and the enthusiasm was unparalleled. Years later one who witnessed this demonstration said "Atlanta never saw another that approached it until the great torch-light parade held in honor of Grover Cleveland when, as President, he visited the City in 1887."

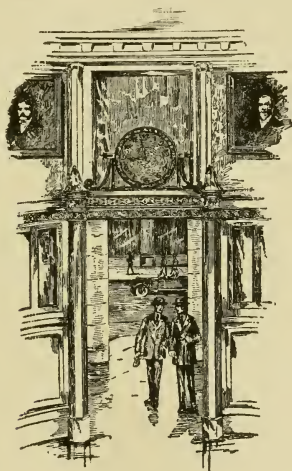
These early days developed in Atlanta an invention of a crude sort that was the forerunner of others that, years later, attracted world-wide attention. This was a rotary wheel, grandfather of the Ferris Wheel, and was the invention of a local Frenchman, Antonio Marquino, by name. He operated a refreshment stand near Walton Spring, which at that time constituted the amusement resort of Atlanta, and in order to attract more trade and, at the same time, turn a little profit on the side, he erected a giant wheel, about forty feet in diameter, and attached thereto a number of boxes in which were board seats for the passengers to ride upon. It operated exactly as the now familiar Ferris wheels operate, and attracted much attention at the time. The only difficulty was that, because it was made of wood and crudely constructed, wet weather caused the bearings to swell and made it difficult, and sometimes impossible to operate. Motive power was supplied by two darkies.

While Walton Spring was the chief "resort" of Atlanta, the favorite "breathing spot" was located in the very heart of town—a little park

that was bounded by Pryor, Decatur and Loyd Streets and the Western & Atlantic Railroad. This square was the property of the Western & Atlantic Railroad Company, having been deeded to the Company by Samuel Mitchell for railroad purposes. In 1858 the City obtained from the Company an agreement for its use as a park, and it was made a place of real beauty. Atlantans enjoyed its restful shade and its pleasing flowers and foliage until the City reached that stage when it was being besieged by the Federal forces. As the number of wounded defenders increased and overflowed the emergency hospitals this park was converted into an open-air hospital, and then such scenes were witnessed as made sore the hearts of all observers.

Men maimed by shot and shell were hurried to this open space, where many tables had been erected, and here busy surgeons carried on their work amid the groans of the suffering. When this frightful tragedy was succeeded by the tragedy of Atlanta's destruction, the park was practically obliterated by the force of the Sherman war machine, and it was never restored. The property had been given to the State road by Samuel Mitchell for railroad purposes, but that portion of it which was used as a park not being required for the purposes set forth in the deed of transfer, his heirs made a prolonged fight for its recovery. This fight culminated in the passage of an act by the Legislature under which the land was restored to the heirs upon payment of \$35,000. The land was then sold at public auction and soon thereafter began to be covered with bus-

iness structures. Thus passed Atlanta's first and only down town park.



ENTRANCE LOWRY NATIONAL
BANK

CHAPTER VII.

EVENTS MOVE SWIFTLY

THE inherent strength and vitality of Atlanta was never more clearly demonstrated than in those days immediately following the war. Its people driven into exile, and the City destroyed in the Fall of 1864, the City is found two years later a veritable hive of industry. This year, 1866, the total income of the City government reached \$294,641.03, an amazing sum even when the proceeds of a bond sale, aggregating \$130,062.50, and a loan of \$46,000, are deducted. Receipts from licenses alone amounted to \$23,311.80, while tax receipts mounted to \$41,910.17.

Stores of every kind had sprung into existence; the market of the wholesale and retail merchants had been extended in every direction, building had gone forward upon an unprecedented scale, and sundry places of amusement and entertainment had come into being. Moreover, the prosperity which had attended certain manufacturing enterprises prior to the war, led to the establishment of kindred undertakings. A rolling mill company was organized with a capital stock of \$200,000, and began operations. A large machine shop, destroyed during the war, was rehabilitated and again put in commission, and numerous lesser enterprises were revived and set going under the most favorable circumstances.

Several new banks had opened for business: The Bank of Fulton, with capital stock of \$300,000; the Lowery Banking Company, with authorized capital stock of \$600,000, while a branch institution of the Georgia Railroad & Banking Company had been opened. Brown & Wildman also had opened a private bank.

Georgians who had turned their attention from warfare to agriculture, found Atlanta a convenient market, and products of every kind poured into the City, finding here ample transportation facilities for reaching points in the country at large.

It was thus that Atlanta leaped to the task of rehabilitation, and thus that the foundations of the magnificent metropolis of the present were laid. Marvels in constructive achievement were performed during the first twelve months after the close of the war, and marvels of a like character have been performed throughout the years that have intervened.

The South had leaned almost wholly upon agriculture, and what was known as "industrial backwardness" prevailed almost universally; not only before, but for many years after the war. Now, in Atlanta, was introduced progressiveness, industrial and commercial, of the highest order. The effect of this spirit in the awakening of the South to its opportunities and privileges, no man can measure. Yet it is obvious that the influence was most potent.

Refer to this "industrial backwardness" in Atlanta, and some one is almost sure to ask if you have ever read Henry Grady's "A Georgia

Funeral," and if you reply in the negative, the chances are that he will produce a copy (it having been printed many, many times,) and read it to you, as follows:

"It was a 'one-gallus' fellow, whose breeches struck him under the arm-pits and hit him at the other end about the knee. He didn't believe in decollete clothes. They buried him in the midst of a marble quarry; they cut through solid marble to make his grave; and yet a little tombstone they put above him was from Vermont. They buried him in the heart of a pine forest, and yet the pine coffin was imported from Cincinnati. They buried him within touch of an iron mine, yet the nails in his coffin and the iron in the shovel that dug his grave were imported from Pittsburgh. They buried him by the side of the best sheep-grazing country on earth, yet the wool in the coffin bands themselves were brought from the North.

"The South didn't furnish a thing on earth for that funeral but the corpse and the hole in the ground. And they put him away and the clods rattled down on the coffin. And they buried him in a New York coat and a Boston pair of shoes and a pair of breeches from Chicago and a shirt from Cincinnati, leaving him nothing to carry into the next world with him to remind him of the country in which he lived, and for which he fought for four years, but the chilled blood in his veins and the marrow in his bones."

By precept and by example, and by the occasional use of such satire as that embodied in "A Georgia Funeral," Atlanta led the vanguard of

revival in the South, and still is a potent influence in the vast and widespread movement for a more generous development of Southern resources.

The people of Atlanta were surrounded in 1866 by abundant evidence of the destructive nature of fire, and this, coupled with the fact that the community was growing at an astonishing rate, served to arouse eager interest in the subject of an adequate water supply. Cisterns and wells were numerous, but they were insufficient to meet the needs of a rapidly growing community, with its expanding industrial life, and in less than eighteen months after the destruction of the City, a company was incorporated for the purpose of providing a waterworks system for Atlanta the proposed expenditure being \$100,000.

The plans of this pioneer organization, known as the Atlanta Canal & Waterworks Company, did not reach fruition, but the agitation begun at that time was continued until, in 1875, the City finally was provided with what for that period was a modern water works system. The plans of the incorporators of the early company was to bring the waters of the Chattahoochee River to Atlanta by means of a canal. This company failing in its mission, another was organized in March, 1869, with capital stock of \$100,000, with the privilege of increasing it to \$1,000,000, and a plan was worked out by this concern, the Atlanta Canal & Water Company, to bring the waters of Peachtree Creek to the City. But its plans also went awry.

The failure of private capital to provide water, led finally to the establishment of a municipally

owned plant—a fortunate circumstance, as the people learned later. Anthony Murphy, who while chairman of the city council committee on pumps, wells and cisterns in 1866, began the agitation for a water works system, was still a member of the board in 1870, and was still urging the necessity of action. As a result of his persistent activities, the Legislature of that year passed an act authorizing the City of Atlanta to provide a water works system and creating a water commission to have direction of the enterprise.

When it was sought to comply with the provisions of this act, and to issue bonds for the installation of the system, litigation arose and the constitutionality of the law had to be fought out in the courts. This occasioned considerable delay but the work was completed in 1875 at a cost of \$226,000. The water was brought from South River into an impounding reservoir, whence it was conveyed to the City by means of a pump having a capacity of 2,000,000 gallons. A filtration plant was installed at the beginning and Atlanta never had the experience of drinking muddy and impure water, as was the experience of so many communities in the days of pioneer development.

Atlanta was now growing with increasing rapidity, and the inadequacy of the existing system became so obvious by 1888 that the City caused to be dug an artesian well at the intersection of Whitehall and Peachtree Streets, for the purpose of supplementing the water supply in the down-town business section. This well, which long since was abandoned, was carried to a depth

of 2,044 feet, though the last 900 feet added little to the flow. Its capacity was about 200,000 gallons per day, and the water was conveyed along the principal down-town streets in pipes varying from three to six inches in diameter. Taps, provided with iron cups, were placed at convenient points for the accommodation of the thirsty. The cups were securely chained to the taps as a precaution against absent-minded people carrying them off, though the modern sanitarian no doubt would declare that this would have been the best thing that could have happened to them. But germs had not then attained the dignity and importance which attaches to them today.

The momentum behind Atlanta's growth increased and the futility of attempting to meet its needs by digging wells became obvious. Thereupon definite steps were taken to obtain a source of supply that would take care of the future as well as the present. It was recognized that the Chattahoochee River offered the only permanent solution of the problem, and the next step was to bring the waters of this stream to the City. A site was selected near Bolton, Ga., and there a huge plant was erected. This plant, enlarged as the needs arose, now supplies about nine billion gallons of water per annum, with a gross revenue to the City of nearly a million dollars. The most modern methods of filtration and purification are used, and when the water flows through the more than four hundred miles of pipe to the consumers in Atlanta and vicinity, it is clear and pure.

Municipal ownership of public utilities has been the theme of much controversy, and undoubtedly

there have been failure along this line, but Atlanta's experience with its water works system has been a most gratifying success. The system is maintained upon an efficient basis, and the profits arising from its operation, aggregating around a quarter of a million dollars a year, have been of great value to the City, making it possible to carry through numerous projects of benefit that would have been impossible had these earnings been flowing into the coffers of a privately owned enterprise.

While the agitation for an adequate water supply was going on in 1866, the subject of an efficient fire department also was receiving attention. For a number of years prior to the war, and throughout that conflict, fire protection was furnished by volunteer organizations, and there is no more brilliant chapter in the annals of Atlanta than that which concerns the work of these pioneer organizations. They performed their duty well during the times of peace and their services became glorious in times of war. During the weeks that Atlanta was under fire from the Federal guns, and exploding shells were causing the outbreak of flames in all directions, these volunteers displayed a heroism and a devotion to duty that entitled them to rank among the bravest of the brave.

The work of these men was made doubly dangerous during this period by reason of the fact that mounting flames furnished as good a target as the Union gunners could desire, and when the volunteers went out to subdue a burning structure it was to face, not only the possibilities of being

crushed by falling walls—one of the usual hazards of fire fighting—but they were in imminent peril of being blown to atoms by exploding shells. Men never fought under more difficult circumstances, or distinguished themselves with greater valor. But for their devotion to duty and their indifference to personal danger, General Sherman would have found his labors in burning Atlanta greatly minimized. In addition to serving as firemen, these men were members of the home militia, membership in which also involved certain perils.

The first of these early fire companies was incorporated in 1851 and re-incorporated in 1854, as Atlanta Fire Company No. 1. The following names appear as the incorporators: W. A. Baldwin, W. Barnes, C. C. Rodes, G. R. Rrazier, H. Muhlenbrink, B. S. Lamb, R. Gardner, S. Frankford, H. M. Mitchell, W. J. Houston, P. J. Emmel, L. J. Parr, E. W. Hunnicutt, J. F. Reynolds, C. A. Whaley, John Kershaw, A. C. Pulliam and J. S. Stone. Terence Doonan was the first president, being succeeded by J. A. Hayden. The latter was succeeded by J. H. Mecalvin, who occupied the office for over a score of years, being at this post when a paid fire department was instituted in 1882, and the pioneer fire-fighting company became a social organization, membership in which justly was counted a great distinction.

With the growth of the City and the increased demand for fire protection, other companies were formed, volunteers being organized in the following order: December 10, 1856, the Mechanic's Fire Company No. 2; February 28, 1859, Tallulah Fire Company No. 3; November 28, 1859, At-

lanta Hook and Ladder Company; April 3, 1871, R. E. Lee Fire Company No. 4; October 2, 1871, Gate City Fire Company No. 5.

Hand pumps and buckets were used by these early companies, but in 1866, at the time of the great industrial and commercial revival referred to at the opening of this chapter, a steam fire engine was purchased at a cost of \$5,000. It was considered a marvel of efficiency in those days as it could be fired and made ready for action in seven minutes. Its efficiency was demonstrated at a public performance on October 16, 1866, and property owners breathed more freely when they saw it throw a one-inch stream 225 feet. Its acquisition was celebrated by a street parade, followed by a banquet at the city hall, in which city officials and prominent citizens paid homage to the firemen. In 1871 two additional steam engines were purchased, and from that time until now persistent effort has been made to maintain a high degree of efficiency.

The length of time that Atlanta managed to get along and escape serious losses from fire, while protected by volunteers, forms a striking testimonial to the men who composed these organizations. Though the community continued to grow rapidly and had attained the proportions of a city long before 1882, it was not until that year that the paid system was organized. Incidentally, it was during this year that the City suffered its most serious loss from flames. The Kimball House, one of the most monumental structures in the City at that time, was destroyed,

running the total losses for the year up to \$550,000.

The old-time fire-horse, with his straining muscles and flying feet, and the old-time fire engine, with its rain of sparks and cloud of smoke, disappeared in Atlanta in 1917, at which time the entire department was motorized and placed upon a basis of efficiency unexcelled in the South.

Reverting again to that first year after the war, 1866, it is found that the gas company, whose plant had been destroyed with the other industries of the City, was again ready for business, but, after the manner of gas companies, then and now, wanted more money for furnishing this fuel. In a memorial addressed to the city council in September of that year, the company sets forth that "coal, which is the main element in the manufacture of gas, could be bought in 1855 for fifteen cents per bushel, laid down at the works; but at present it costs from twenty-eight to thirty-three cents a bushel; lime at the same period could be bought for from twenty-eight to thirty-five cents per bushel, while now the price is from sixty-five to eighty cents. Labor used to cost from \$32 to \$35 per month. Now the price of labor is from \$50 to \$70 per month."

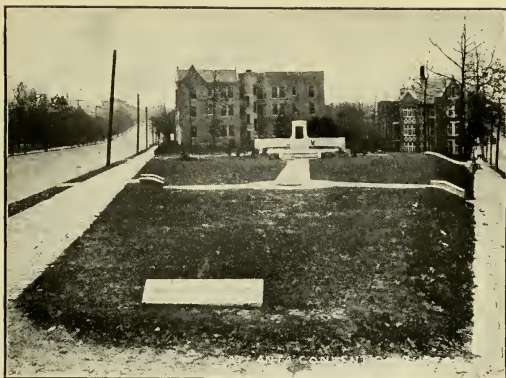
A wail also went up from the company on account of the alleged negligence of the City in turning off the lights, it being charged that they "were often found burning at noonday." Gas had been paid for prior to this at the rate of \$5 per thousand feet, a price which would be considered prohibitive at this time, but the company appears not to have prospered measurably even at

this rate. However, prosperity did come to it later, and inasmuch as the City was a stockholder in the enterprise, it shared in the profits.

The second election in Atlanta after the war, was held on October 16, 1866, and was for the purpose of voting upon the adoption or rejection of a legislative proposal to extend the limits of the City "to a distance of one and a half miles in all directions from the passenger depot." The citizens declared in favor of the extension by a vote of 152 to 30. The next election came on December 5, of the same year, when city officials were chosen, James E. Williams succeeding Mayor Calhoun, who had occupied the office during the troubled years of the war and who was not a candidate for re-election.

The problem of streets, sidewalks, sewers and water works all being of a more or less urgent character at this time, one of the first acts of the new administration was to create the office of Commissioner of Public Works, and to elect to this important post Robert Crawford, whose salary was fixed at \$1,500 per annum.

The status of educational affairs in Atlanta the first year after the war also was indicative of the general atmosphere of progress. The Atlanta Medical College, which had been organized in 1855, but went out of business along with other like enterprises as the City became firmly gripped in the jaws of war, was reopened and moved forward with alacrity. Its first graduation exercises after the war, August, 1866, witnessed the presentation of diplomas to a class of twenty-three. Former students had returned at once and enter-



UPPER—PERSHING POINT, SHOWING MEMORIAL TO
SOLDIERS OF WORLD WAR
LOWER—OLD JOEL HURT RESIDENCE, ON LOT WHERE
HARDY IVY BUILT THE FIRST HOUSE ERECTED
IN ATLANTA, A LOG CABIN

ed enthusiastically upon their labors.

The building of the Medical College was one of the few that escaped the torch when the City was burned by the order of General Sherman, and this was due entirely to the ingenuity and boldness of Dr. N. D'Alvigny, curator of the museum. Word had gone forth for the building to be burned, and the force assigned to the destruction went to the scene to apply the torch. Dr. D'Alvigny confronted the squad at the door with the question:

"Would you burn a building that is filled with patients?"

"No," was the reply, "but all the patients have been removed from this building."

"You are mistaken," cried the Doctor, and thereupon he threw open the door and invited the torch-bearers in. What they saw made them gasp, for every bed had an occupant, and from the groans that were arising these occupants were suffering no little.

Feeling that he had no time to correct what seemed to be the error of some one else, the man in charge of the destroyers ordered his forces to vacate, and the building was spared.

What the resourceful doctor had done was to put all of the attendants of the hospital to bed, each with instructions to play sick or wounded, and the ruse worked beautifully. As a matter of fact, the patients had been removed, but the officer in charge of the burning had no means of ascertaining this, and, in the face of what he saw, thought that an error had been made. During the fighting about Atlanta the building had been used as a hospital, and some wounded Confederates

were in it when the destruction of the City was determined upon, but they were carried elsewhere before the order went forth for its destruction.

Dr. D'Alvigny was a soldier, having seen service in the army of France, and he was devoted to the cause of the Confederacy. When General Hood evacuated the City he was left in charge of the hospital, into which the college had been converted, and no man could have been more faithful in discharging his responsibilities.

In addition to the Medical College, there were twenty-two schools in operation in the latter part of 1866, chief among them being the Atlanta High School, the West End Academy, the Atlanta Female Institute and College of Music and a school for boys conducted by W. M. Bray. During this year a school for negroes was founded here by the American Missionary Society, a building being brought to the City from Chattanooga in which to house the children. This became known as the Storrs School. There were three other schools for colored children in operation.

Up to this time, and for some years thereafter, such educational facilities as existed in Atlanta, and throughout Georgia, for that matter, were supplied by private schools. The public scarcely had begun to recognize the responsibility that rested upon it to provide for the education of the youth of the State. Those who had the means sent their children to private schools and paid the tolls. Those who were less fortunate, let their children grow up with little preparation for the duties of life. To this deplorable situation is

due the fact that tens of thousands of boys and girls growing up at that time grew up in ignorance, thus establishing for the South a most unenviable reputation for illiteracy.

It is worthy of note, and is complimentary to the intelligence of the citizenship of Atlanta, that the first awakening to the necessity of education at the public expense, was experienced in this City. As far back as 1858, the agitation for free public schools began in this City, and those behind it did not rest until this great agency for enlightenment became an established fact, both in Atlanta and throughout the State of Georgia. Immediate results were not obtained however, and presently all such issues were overshadowed by the approach of war. But with the passing of that tragedy and the slow return to normal activities, the agitation was renewed, and was continued until success was achieved in 1872. In this year was founded the magnificent free public school system of the present. A school census taken in 1870 showed a total of 6,474, which embraced all children between the ages of six and eighteen years. Of these 3,345 were white and 3,129 were colored. The initial attendance, when the free schools were opened in 1872, was 1,844, which underwent a rapid increase.

About this time agitation for the removal of the State Capital from Milledgeville to Atlanta, begun when the City was in its swaddling clothes, had developed into a systematic movement, which was being pushed with characteristic zeal. The Legislature finally was induced to submit the issue to a vote of the people, and when the election

was held in 1877, it resulted in Atlanta being chosen as the Capital of Georgia. Thus culminated a movement begun in 1854 when Atlanta was a mere village and when many considered the ambition of the community as expressed in this movement to be either a joke or a clever advertising stunt.

With the establishment of free public schools, and the careful selection of school teachers by which it was characterized, passed the day of limited educational opportunity, and also the day of uncertainty regarding the fitness of those entrusted with the important work of developing the mental powers of the boys and girls. The long fight for free schools was accompanied by a campaign of education that served to create a high degree of appreciation both as to the importance of education and the wisdom of wise selection in the appointment of instructors. Unlike the legendary school trustee, who was uncertain whether the "flat" or "round" system should be adopted, Atlantans knew what they wanted, and insisted upon the best. This legendary trustee, as the story goes, was aiding in the examination of an applicant for teacher in the rural school, and among other questions, he asked this one:

"Which system do you teach, that the world is round or is flat?"

The applicant, who wanted the job and wanted it now, answered at once:

"I understand both systems thoroughly and can teach either one you want!"

Unhappily, this tale illustrated a condition that existed in some quarters for a number of years following the war, and it required skilled leadership, such as was displayed in Atlanta, to bring about the tremendous advances that have been made during the past quarter of a century.

Another development of the year 1866. when Atlanta was laying so many plans for future greatness, was the inception of a movement for street railway transportation. A charter was obtained from the Legislature that year for a street railway company, showing the fine faith of the people in the future of their new-born city at a time when they were still surrounded by the ashes and debris of war.

CHAPTER VIII.

TRAGIC CLOSE OF DARING DEED

IN Atlanta, during the month of June, 1862, was witnessed the tragic close of one of the most daring and spectacular exploits of the war—the execution of James J. Andrews, leader of the famous Andrews' Raiders, and seven members of his band, who came very near to wrecking the hopes of the South far in advance of the actual collapse.

There is nothing more thrilling in the annals of the War Between the States than the effort made by this little group of adventurers to destroy the line of communication between Atlanta and Chattanooga, coupled with the stern and exciting pursuit which culminated finally in their capture—nor nothing more tragic than the fate which the leaders met when their plans were circumvented by the skill and energy of their captors.

As it is difficult in this time of calm and peace to visualize showers of shells falling upon Atlanta day after day as Federal guns pounded away at the gates of the City, so also is it difficult to visualize that scene when, on June 7, 1862, young Andrews was carried into the woods near where the Georgian Terrace now stands, and was there "hanged by the neck until dead," or to grasp the reality of that other scene, presented on June 18 of the same year, when seven other members of the daring party were taken out in similar fashion and dropped to their death.

Events must be interpreted in the light of the times, and those were times of war; times when the lives and the fortunes of nations hung in the balance, and when all else was made subordinate to the grim requirements of war. According to this code, if a city seemed to stand in the way of ultimate triumph, it must be destroyed, and if an individual threatend the success of a campaign, then that individual had to be removed. North and South, as always in times of war, there was but one penalty for the disguised spy, and this penalty was death. Soldiers, fighting as such, enjoyed immunity from physical harm when taken prisoner, but the spy; the man who crept into the lines of the enemy and sought by subtle and secret means to obtain information, or to inflict an unexpected blow, there was no mercy for him. In laying down his weapons and discarding his uniform, he cast aside all claim to consideration in the event of exposure and capture—a thing he well knew and a system which he, as a part of the military system of the contending force, acquiesced in.

But the very fact of the existence of this settled rule of "death for the spy" but served to kindle popular appreciation of the work of the men who, knowing full well what awaited them should they be taken, dared to go on; an appreciation, however, that at the time was limited largely to the side for which the spy was at work!

Naturally, few witnesses survive sixty years after the enactment of any deed where the number of spectators is comparatively small, but there are several men living who saw Andrews

and his companions put to death, among them being J. C. Looney, a citizen of Atlanta, who was then a member of Col. W. J. Lawton's cavalry regiment, of the Second Georgia, and G. A. Hornady, who was a Confederate private.

At the time of the Andrews Raid Col. Lawton's regiment constituted the provost guard of Atlanta, and it was a detail of officers from this guard that carried the men, who had been condemned by court-martial, to their place of execution.

"It was a pathetic scene," said Mr. Looney, in recalling the execution of Andrews, "and all who witnessed it felt depressed. Andrews, who realized the seriousness of the venture in which he had engaged, took the consequences philosophically, and went to his death without a protest. The hero of a daring adventure in which he had lost, he died as a soldier should, calmly and courageously. The seven, who were executed some days later, died as one would expect such men to die, but the execution was made doubly tragic by reason of the fact that the weight of two of the condemned men caused the ropes to break, and they had to be hanged the second time. It was dreadful, and while all of us recognized the justice of the rule under which death was made the fate of the spy, we found but poor satisfaction in its application and deplored the conditions which made such things necessary. We were witnessing one of the worst phases of war, and were all glad to turn our backs upon the scene when the bodies had been cut down and buried from view."

G. A. Hornady, another veteran of the Confederacy, who witnessed the execution of these daring men, relates that Andrews made a little talk on the gallows, in which he said that he entered upon the exploit knowing its dangers and having lost, he was ready to pay the penalty. He said that he was to have received \$10,000 in money and also the right to convey cotton through the lines as a reward for his services if his plans had gone through.

“Andrews was a tall, good-looking young fellow,” said Mr. Hornady, “and when the trap was sprung his feet reached the ground. Thereupon some one in the crowd quickly obtained a spade and shoveled the dirt aside so that the body would hang free and that death might result as speedily as possible.”

The incidents leading up to these executions are familiar to students of history, but the theme is one that will not grow old so long as feats of daring stir the imagination.

To grasp the tremendous significance of the plot that brought Andrews and his party into Georgia one must have some idea of the position of the Confederate forces at the time of the raid, such an understanding of the geographical situation being essential to an adequate appreciation of the disastrous consequences that would have resulted had the mission of the raiders been successful.

The main armies of the Confederacy were held together by a chain of railroads extending from Memphis to Richmond, passing through Chattanooga. This main artery of communication was

met at Chattanooga by the railroad running to Atlanta, and through the latter road communication was maintained with a large part of the South. To keep this source of communication and supply open was absolutely essential to the maintenance of the Confederate armies. Severance would have spelled disaster; a fact so well recognized that the Union leaders were eager for any measures which promised fulfillment of the desire. Therefore, when James L. Andrews conceived the idea of organizing a small party of raiders and coming to Atlanta for the purpose of plotting the destruction of the line of communication to Chattanooga, his plan met the instant approval of General Buell, before whom it was laid in March, 1862, shortly after the capture of Fort Donelson, which led to the capture of Nashville.

The plan of Andrews, as outlined to General Buell, was to come to Atlanta with his raiders. Here, he said, they would take passage on the train for Chattanooga, and, at a convenient moment, seize the locomotive. This done, they would cut communication and proceed along the highway, burning all bridges and inflicting such other damage as was found possible. The success of the plan, he argued, would mean the interruption of communication for a length of time sufficient to accomplish the overwhelming defeat of the isolated armies.

Disguised as Southerners, Andrews and eight others succeeded in making their way into Georgia, but for some reason they failed in the first instance to find the train they sought to seize, and nothing was accomplished. Their success, how-

ever, in invading the South and making their escape, increased the boldness of Andrews, who was eager for another excursion into the lines of the enemy. This second expedition was formed after a consultation by Andrews with General Mitchell then at Fort Donelson. This was on April 6, 1862, the conference being held in the tent of General Mitchell. On the following night a request went to the Colonels of three Ohio regiments asking for a man from each company for "special and hazardous" service. No difficulty was experienced in getting together a company of twenty-four adventurous spirits, and these men started on their perilous journey after receiving specific instructions from Andrews where to meet in Georgia and what to do and say in the event that suspicion was aroused at any point. The rendezvous was Marietta, a suburb of Atlanta, and the men were instructed to proceed there in groups of two and three.

On the morning of Saturday, April 12, 1862, twenty-two members of the party were gathered in the room which Andrews had engaged at the hotel in Marietta, and here final instructions were given. They were to get on the Chattanooga train leaving Marietta early that morning. This train stopped at Big Shanty, the next station, for breakfast, and when it stopped the plan was to seize the engine, while the crew and passengers were in the dining room.

This program was carried out exactly as sketched by Andrews. All members of the party boarded the train and when the stop was made at Big Shanty they remained passive while the

passengers and crew went in for breakfast. When the coast seemed clear, Andrews and two engineers in the party—Wilson W. Brown and William Knight—made their way to the engine, walking in leisurely fashion. Not the slightest suspicion had been aroused, and after briefly reviewing the peaceful surroundings, Andrews quietly withdrew a coupling pin which disengaged two box cars in the forward part of the train from the remainder. His men climbed into one of these cars, Engineer Knight mounted to the cab of the locomotive, cut the bell cord and placed his hand upon the throttle, ready for action. Upon a signal from Andrews, Knight pulled the throttle open and the engine, the far-famed "General," began to move. With but two cars behind it, the locomotive gathered speed rapidly, and before the members of the crew realized what was happening, the raiders were on their way to what they believed was to be a magnificent success. None saw the shadow of the gallows just ahead.

The telegraph wires had been cut to prevent the alarm being given, and as there was no locomotive available upon which pursuers might give chase, Andrews and his party felt that the worst was over; that to go forward, burning bridges as they went, would be a comparatively easy task. But fate plays queer tricks at times and small developments of an unexpected character can put at naught the shrewdest plans of man.

First in the chain of untoward events, the locomotive came practically to a stop after the party had gone only a short distance. This was found to be due to the failure to open the damper

in the fire box, which had been closed by the regular engineer when he dismounted for breakfast. The matter was remedied in a short time, but meanwhile precious minutes had fled. Another development, and one of far more importance was the presence of a locomotive at Etowah, a small station about mid-way between Big Shanty and Kingston. This engine stood on a spur track which ran to the Etowah Iron Works, about five miles distant, and had up a full head of steam. Some member of the party suggested to Andrews the wisdom of destroying this engine, but, anxious to push on and begin the work of burning the eleven bridges which spanned the serpent-like Chickamauga, he answered that the engine "will make no difference," and urged the crew forward. This anxiety to hurry on, and this failure to appreciate the significance of the locomotive which might easily have been destroyed, proved the undoing of the expedition and was one of the prime factors which led to the melancholy executions in Atlanta some sixty days later. For it was by the utilization of this engine that the daring raiders were run down and captured and eight members of the party, including Andrews himself, were started on the road to the gallows.

At Cass, a half-dozen miles further on, was a water tank and wood station, and the man in charge at this point was filled with amazement when the train rolled up, minus the regular crew and the usual passenger coaches, but Andrews related a plausible tale to the effect that he had a quantity of powder which he was hurrying through

to General Beauregard at Corinth, and no suspicion was aroused.

Things were running smoothly now, and Kingston was reached slightly ahead of schedule. Here Andrews repeating his ingenious fabrication about a load of powder for the hard-pressed Beauregard, was switched into a siding to await the coming of a freight train, due to pass at this point. But ill luck for the raiders began to accumulate at this point. When the regular freight came it developed that there was an "extra" train behind it, necessitating a further wait, and when the "extra" appeared finally, it, too, was followed by an "extra."

These extra trains delayed the raiders for over an hour, and lent wings to the forces which now were in full pursuit. Leaving Kingston three hours after seizing the engine, the raiders made fast time and were confident of success despite the delays. But before reaching Resaca, where they expected to destroy a long bridge, across the Oostanoola River, they became aware that they were being pursued and that the pursuit was so rapid that they were in grave danger of being overtaken. Meanwhile a heavy rain had begun to fall, and when they stopped to build the fire which they hoped would end all chance of capture, everything was so wet that great difficulty was experienced in starting the flames. Before the fire could be gotten under way, the sound of the locomotive giving pursuit was heard, and the raiders leaped back upon their train and made off, tossing wood and ties upon the track in the hope of wrecking the train behind them.

In several instances, the raiders had torn up rails, and it became evident now that the engine in pursuit was more speedy than the "General," since the crew was able to replace the torn-up rails and make the best time of the two.

The pursuit continued, the raiders hard pressed and having no time to either remove more rails or to burn bridges. All they could do was to throw obstructions on the track, and most of these bounced off. However, enough remained to make the pursuers run with caution, and the end did not come until Dalton was passed and a long wooden bridge across the Chickamauga was reached. Upon approaching this bridge, an effort was made to set the last of the box cars on fire, the other car having been cut off to lighten the load, but by this time the wood had become so soaked by the heavy downpour that it was practically impossible to get the flames going. But the raiders did the best they could, and the car, with the smouldering fire, was drawn upon the long, covered bridge, and the engine was brought to a stop. The car, with its slow-burning fire, was cut off and left standing, while all members of the fleeing party climbed aboard the engine and were off—not before the pursuing party was in full view, however.

Running upon the bridge, and easing gently against the truant box car, the engine carrying the pursuing party, pushed it ahead, gathering speed as it went, and thus the train came into Ringgold, the now blazing car at the front like the head of a flaming comet. At Ringgold, near the Tennessee line and not far from Chattanooga,

the burning car was run into a siding, and the pursuit continued.

Meanwhile the raiders, unable to stop long enough to get either wood or water, were coming to the end of their tether. The old "General" was gradually slowing down, and at a point some five miles from Chattanooga it came to a stop. The bold and sensational raid was over.

As the engine slowed down for its final stop, Andrews told his men to leap one by one and make off, reasoning that to leave in this fashion would enhance the possibilities of escape. This order to abandon the engine was the last the bold and reckless Andrews gave, and it was obeyed, as had been his instructions in the past. In a little while members of the party were running through the woods in all directions, but the pursuers were close at hand, and before the raiders were well under way Confederate soldiers who had been picked up enroute, were leaping from the pursuing train and were hot on the trail.

A number of the raiders, including Andrews, were taken immediately, and within a few days the entire party had been captured and imprisoned at Chattanooga. Later Andrews, and a companion named Wollman, escaped but they were quickly recaptured.

How the purposes of the raiders were circumvented and their excursion was brought to a tragic culmination is another thrilling chapter in which courage and initiative are dominant features.

When the noise of escaping steam attracted the attention of Conductor William A. Fuller,



UPPER—CAPITAL CITY CLUB
 LOWER—"BOBBY" BURNS' HOME

who was in charge of the captured train, he was at breakfast with Engineer Cain and Anthony Murphy, foreman of the railroad shop. He dashed out at once, followed by others of the crew, but by this time the engine and the two cars were well under way. That Federal raiders were responsible was not at first suspected, the idea being that the train had been captured by conscripts who were anxious to escape service. This theory was also entertained by soldiers who came running up and who had not noticed the eighteen men enter the box car but had seen four men on the engine.

Determined not to let these "conscripts" get away with his engine, or with their plans to dodge their duty, Conductor Fuller started in pursuit, running as fast as he could, being followed by Cain and Murphy. His theory was that the men would stop and abandon the engine soon after they got out of sight, and not yet had it occurred to him or to the others that one of the greatest coups of the war was being attempted. Two miles from Big Shanty, Fuller, who had outrun his companions, found a little car that was being used by a repair crew. It was propelled by means of long poles, which were braced against the ground and "pushed," each push carrying the car forward a number of feet. Men skilled in the operation of such a car could make very good time, and Fuller was such a man. He pushed the car back, met his companions, and then the three started in pursuit of the train. About two miles distant they picked up two more men, and were

able thereafter to make about seven miles an hour except when grades were encountered.

Just before reaching Etowah, the pursuers came in violent contact with the first obstructive tactics of the fleeing raiders, for at this point they ran into a section where a rail had been removed, and were thrown off the track, but no one was injured. From this point, the smoke of the locomotive which Andrews did not think it worth while to disable, could be plainly seen, and putting their push car back on the rails, the pursuers made all possible speed, hoping to reach the point before the engine left for the terminus of the spur. In this they were successful, and inasmuch as this engine, the "Yonah," was more speedy than the "General," the fate of the latter was sealed when they took possession of this locomotive and began the stern chase which ended so near Chattanooga. However, though the "Yonah" was a prime factor in the capture, it was not in at the finish, for the "Texas," an even faster engine, was encountered at Adairsville and this was commanded for the chase.

Making fast time on the straight stretches, and turning the curves with extreme caution, the pursuers gained steadily upon the fleeing raiders, despite the fact that constant vigilance was necessary and repeated stops had to be made to remove obstructions. That the engine was not wrecked was considered a miracle, in view of the average speed maintained, and it is doubtful if ever before or since there has been a more thrilling ride or one calling for greater "nerve."

Additions to the pursuing party were picked up along the way, and when the end came a formidable force, well armed, was ready to give chase to the raiders as they took to the woods.

The court-martial of the men who were executed took place in Knoxville, the convicted men being brought to Atlanta under a heavy guard.

At the same time, the other members of the raiding party were brought to Atlanta and placed in prison, awaiting final disposition of their cases. Here they formulated a successful plan of escape and, on the night of October 16, overpowered the guard and fled. Of the escaping party, four were captured at once, and a fifth was taken the following day. The others eluded pursuit and finally reached the Union lines, where they were greeted as heroes. Those recaptured, Jacob Parrott, Robert Buffman, William Reddick, William Bensinger, William Pittenger and Arthur H. Mason, were held in prison until March 16, 1863, when they were exchanged, and returned, very happy and very fortunate men, to the North. The difference in their fate and that which befell those who died on the gallows, was due to the fact that the men executed had voluntarily entered upon the campaign of destruction while the others were detailed to the work.

The bodies of Andrews and his associates who died were removed some years after the close of the war and placed, with fitting ceremonies, in the National Cemetery at Chattanooga, thus going in death to the point toward which they fled for their lives on that thrilling day in 1862.

Conductor Fuller was proclaimed one of the conspicuous heroes of the war because of the zeal, courage and intelligence displayed in giving pursuit to the raiders, and he was given the thanks of the Georgia Legislature. Gold medals also were voted to him and to Cain and Murphy. However, the medals were never struck, as events were moving swiftly and the time was at hand when major affairs absorbed the thoughts of the people to the exclusion of many matters that ordinarily would have received a large share of public attention.

At this period Atlanta was a veritable beehive of industry. Manufacturing plants of every description were converted to purposes of war, and immense quantities of munitions were turned out. Shells, revolvers, bowie knives, swords, percussion caps, bass drums, kettle drums, shoes, hats, hard tack, candles, matches, gold leaf and gold wire (used for surgical purposes) and coffins, were among some of the varied articles produced in vast quantities to meet the demands of war.

The fact that this City had become a vast reservoir from which flowed an endless stream of war materials, served to put edge to the keen desire of General Sherman for the capture of the City, and was in part responsible for the destruction of the place when he abandoned it. But this was not the only effect. The tremendous industrial expansion experienced during those hurried days made a profound impression upon the thoughtful men of the community and, when the conflict had ended and these men came

back to the ashes and debris that had been Atlanta, they came with a vision of a city whose products should penetrate to far places. It had been demonstrated that Atlanta's location was ideal for reaching all parts of the South, and, this being true, it was an ideal place in which to make the things the South had need of.

Something of the tremendous results achieved along the lines of industrial expansion during the year following the war, is related in another chapter. This growth continued for several years, but the momentum was not sufficient to satisfy the more forward-looking citizens, and in the Winter of 1872 it was decided that the time had come when sheer momentum should be supplemented by organized community effort.

In response to this sentiment, a meeting was held on January 10, 1873, for the purpose of organizing the Atlanta Manufacturers Association. At this meeting the industrial future of the City was discussed from every angle, and the consensus of opinion seems to have been that the prime difficulty in the way of continued industrial growth was the high price for coal which prevailed at that time. This commodity was selling for from twenty-five to thirty-five cents a bushel, and it was pointed out that cheaper fuel would have to be provided if Atlanta was to realize her true destiny as a manufacturing community.

The urgent need of rail connection with the coal fields of Alabama was stressed, and here was born one of the initial influences which led to the building of the Georgia Pacific Railroad (now the Southern) between Atlanta and Bir-

mingham. Until this road was built, connection with Birmingham was by way of Chattanooga.

Formal organization of the Manufacturers Association was completed on January 17, with J. C. Peck as president, and the organization continued in existence for a number of years, playing a virile part in the growth of the City. After being reorganized several times, this pioneer association was allowed to die, but in the meantime others had arisen to carry on the work, and the spirit behind the initial movement survived.

There are today more than a hundred commercial, trade and civic organizations in Atlanta, each imbued with the spirit of accomplishment.

CHAPTER IX.

PIONEERS RECALL OLD DAYS

THE men who laid the foundations of Atlanta with such security in the beginning, were thoughtful enough, in latter years to get together for the preservation of historical facts relating to the early days, and thus much information which otherwise might have been lost, was made a matter of record.

On October 26, 1891, the Pioneer Citizens' Society of Atlanta was organized, Jonathan Norcross, President; W. L. Calhoun, First Vice-President; John Collier, Second Vice-President; John H. James, Third Vice-President; William H. Hulsey, Fourth Vice-President; A. Leyden, Secretary; John A. Doane, Assistant Secretary; R. F. Maddox, Treasurer; B. F. Abbott, and W. H. Fuller, Historians, and Rev. A. G. Thomas, Chaplain. This organization was incorporated formally, and at once became active. The membership grew rapidly, and in a short time embraced a large number of those who had been identified with the early growth of the City.

In 1902, the Society caused to be published a book called the "History of Atlanta and its Pioneers," which formed a composite of the recollections of the "Pioneers" as they met from time to time and discussed the old days. Incorporated in it also, are a number of historical documents, and numerous sketches of the men who formed the

brain and brawn of Atlanta in the days of its youth.

Prior to the organization of the Pioneer Citizens' Society, there had been an attempt to form such an association, but for some reason it failed—perhaps because of the comparative youth of the City when the initial effort was made. On the evening of April 24, 1871, a meeting was held in the parlors of the Kimball House for the organization of the "Atlanta Pioneer and Historic Society," and quite a number of gentlemen assembled. The project was concurred in most heartily, and organization was perfected by the election of William Ezzard, President; Jonathan Norcross, Vice-President, and William R. Hanleiter, Secretary.

Shortly thereafter, Mr. Hanleiter, who had called the meeting and was the prime exponent of the idea, moved to Griffin, and the society never became active. However, as a result of this one meeting, a number of interesting facts were developed. Those present told many incidents of the early days, which were jotted down by the secretary, and finally found their way into the book which appeared more than thirty years thereafter.

Some of the recollections recorded upon that occasion, as these pioneers "spoke from the heart," are worthy of being passed on, and are reproduced here:

John Thrasher, who built the first store erected upon the ground where so many sky-scrappers stand today, said in part:

“When I arrived here in 1839, the country was entirely covered by forest. There was but one house here. It was built of logs and was occupied by an old woman and her daughter. I went to work and built a store. First one person moved in from the country and then another, until we had a right smart little town, but the people around here were very poor. Many of the women wore no shoes at all. We had dirt floors in our houses.

“As the place grew up, the present Whitehall Street was a place for drinking and fighting. After a while I sold out and went to Griffin. I came back in 1844 and went into business on Marietta Street. At that time Mr. Norcross had a ‘horse’ saw mill which was regarded as a curiosity. People came from the country on purpose to look at it.”

That Mr. Thrasher did not have much faith in the future of the community, is revealed by his next statement:

“At one time, while I was absent from town, my brother-in-law, who was associated with me in the store, bought a piece of land thirty feet wide, running back two hundred feet, between Mitchell and Hunter Streets, paying sixty dollars for it. I was very much provoked when I heard of it, for I had previously refused to give five dollars an acre for the same land, and he had given at the rate of two dollars a foot for it. I told him if he made any more such trades I would dissolve partnership with him sure. A little while after he sold the same piece of property for ninety dollars, and I told him the fools are not all dead

yet, and never to buy another piece of property in Atlanta by the foot."

In view of the foregoing, it is interesting to observe Mr. Thrasher's own experience in acquiring a piece of property that he wanted. He related it thus:

"There was one piece of property that I wanted after the town got settled and was named Atlanta, and that was called Lloyd's Corner. I tried for fifteen years to buy that property. The first time he asked me \$3,000 and I offered \$2,500. After a while I concluded to give him his price, and then he asked me \$4,000. I finally concluded to give him \$4,000 and he asked me \$5,000, and he went on that way until he got up to \$25,000, and I finally took it at that price. It went up from \$3,000 to \$25,000 before the trade was made."

William Ezzard, former Mayor, told of how Atlanta came to be known as the "Gate City," and, at the same time, revealed the details of an interesting ceremony enacted when the waters of the Mississippi were carried to Charleston and made "to mingle with the waters of the Atlantic." He said:

"The name of the 'Gate City' was given to Atlanta in Charleston in 1857, and it came about in this way: When the road was completed connecting Charleston with Memphis, the people of Charleston took a hogshead of water from the bay and placed it on a car, together with a fire engine, and went to Memphis for the purpose of mingling the waters of the Atlantic with those of the Mississippi. In May or June of 1857, the

Mayor of Memphis and a large number of ladies and gentlemen, came through Atlanta on their way to Charleston, carrying water from the Mississippi, and they had a fire engine with them also. I was then Mayor of Atlanta and gave them a reception and prepared a handsome collation for them. They seemed very much pleased with the treatment they received. The next morning they left for Charleston, and with them myself and a large number of ladies and gentlemen from this City. We arrived in Charleston and had a grand time. We paraded there and marched down to the bay and there went through the ceremony of pumping the water from the Mississippi into the ocean.

“A great many people were in Charleston on this occasion, and a grand banquet was given by the people of Charleston. Toasts were prepared for Savannah, for Macon, for Augusta and Atlanta. The toast to Atlanta was ‘The Gate City’—the only tribute she requires of those who pass through her boundries is that they stop long enough to partake of the hospitality of her citizens. After that Atlanta was always called the ‘Gate City’ and it was never known as that before. The name was given, I suppose, from the fact that this railroad had just been constructed through the mountains for the purpose of connecting the West with the Atlantic ocean, and there was no other way to get to either place except to pass through Atlanta.”

Mr. Norcross then gave a description of the first hotel opened in Atlanta, after the Georgia road was finished, saying that it was started by

a Dr. Joseph Thompson. "Prior to this," he said, "there was a little house on Kimball House square, that was the only hotel or boarding house there was in Atlanta. The postoffice was there, too."

That the rural population of this vicinity looked somewhat askance at the coming of the railroads, was shown by a remark of the next speaker, Mr. Ezzard, who observed: "I recollect very well when the first passenger car came up from Milledgeville. The Western and Atlantic was then finished as far as Marietta, and the car went on through. There was one old farmer who made the engineer promise that he would stop and let him and his daughter walk over the bridge across the Chattahoochee river."

A tragedy which marked the coming of the first train over the Georgia Railroad was then recalled by Mr. Norcross, who said: "I recollect very well the first train of cars that came over the Georgia Railroad. It was on the 15th of September, 1845. The train came in about dark. Judge King was on board, and a great many others. There were a great many people out and there was great excitement. There was a well in the square here, and such was the excitement, and it being dark, a man fell into the well and was drowned. Judge King came very near falling in there also. He was just on the brink of stepping in when some one caught and saved him. I suppose there were about twenty families here at that time."

That the community grew rapidly during the next few years, was shown by the next speaker,

Mr. Mayer, who said: "In 1848 there were 215 votes polled in the election for mayor."

Mr. Kyle thereupon observed that "In 1843 there were about seven families here."

Mr. Norcross then told how a change in the location of the terminus of the road from Macon changed the location of the future city. He said: "They at first decided to run the track up by the State road shop and build the depot there. With that view, the embankment up there was constructed. Those of us who lived up there and had bought property, thought that the town would be up there, and we held a meeting and brought all the influence we could to bear upon the company to get them to change the location and bring it down here. We finally prevailed on Mr. Tyler, president of the company, to bring the road down here (by the Kimball House) to the public square, upon condition that Mr. Mitchell would give a place for the depot. This was done, and it was the turning point in the history of Atlanta."

That this change of plans was not satisfactory to all the citizenship, was shown by the experience of Mr. Thrasher, that pioneer merchant and closer trader, who had just described how he finally gave \$25,000 for a piece of property that was offered him for \$3,000 at one time. He took the floor again and said:

"That change was my ruin. I bought one hundred acres of land with the expectation that the Macon road would stop up by the State road shops, and when I found that it was going down here, I was very much enraged and sold out my

interest on that hundred acres for four dollars an acre, about one-half of what I gave for it.”

Next came an explanation of why the streets of Atlanta are so lacking in uniformity. It was given by Mr. Norcross, who said: “The reason why the streets are so crooked is that every man built on his own land just to suit himself. There were only a few who believed that there would ever be a town here at all. Governor Crawford did not believe there would ever be a city here, and Colonel Long, Chief Engineer of the Georgia Road, said that Atlanta would never be anything but a wood station.”

That this lack of faith in the future of Atlanta cost Colonel Long no little, was shown by the next speaker, Judge Hayden, who said Colonel Long spent all of his money at Marietta. He invested thousands of dollars there, giving it as his opinion that “Atlanta would consist of a cross-roads store, a blacksmith shop and, perhaps, a little cobbler’s shop.”

The concluding speaker on this interesting occasion was H. C. Holcombe, who visited Atlanta, then Marthasville, first in 1844, and located here in 1847. When he first saw the place, he said, there were a few small houses on Decatur Street opposite the Kimball House site, “and a few scattering shanties at other points.” Continuing he said:

“I became a citizen of Atlanta on May 4, 1847. I found a population of about 250 or 300 persons, counting all ages and colors, male and female. In September of that year the Methodist Episcopal Church held its quarterly meeting under a cotton

shed that stood on Wheat Street. There was not a church building in the community sufficiently large in which that assembly could be held. All of the lots now occupied by churches were then in brush and forest trees. The ground upon which the depot and office building of the State Railroad now stands was surrounded by sturdy oaks of the forest, the immediate ground being a caney marsh, the surface of which was some twenty-five to thirty feet below the grading. Cattle were frequently found mired and fast in the marsh, having gone there to feed on the switch cane and other marsh growth. The grounds now occupied by the Medical College were covered with a deep and thick forest, in which small wild game were to be seen and frequently picked off by the apt and anxious marksman."

The density of the wilderness that existed in this vicinity in the days of Atlanta's founding, is emphasized by many commentators upon conditions and events of that period. N. A. McLendon, writing years ago, said: "In 1848 Atlanta was only a small country village in the heart of an almost impenetrable wilderness, surrounded by huge forest trees and thick undergrowth."

Mr. McLendon's description of Atlanta as it was at that time was prepared with considerable attention to detail, and because of its comprehensive character, much of it is reproduced here. He said:

"In September, 1848, Atlanta claimed a population of 2,000. The principal means of communication then were the five public roads which entered the town from the adjacent counties, viz:

Decatur, Marietta, McDonough (now Capitol Avenue) and the road leading westward to Newnan and Cambleton. The fifth and last street was Peachtree Road, running north, which took its name from Peachtree Creek. At that time there were only two houses on that road within the corporate limits. There was a Methodist camp-ground on the right of Peachtree, near North Avenue and Piedmont Avenue, near a large bold spring.

“All of the streets in Atlanta at that time were original soil, except from Alabama to Marietta, on Whitehall, where plank walks and streets had been laid. This street crossed a small stream near where Wall Street now is located. The older portion of Atlanta was then on the North side of Decatur Street, down to Ivy. Here small wooden stores and dwellings were located. The block from Pryor to Loyd, opposite the Kimball House and Union Depot, was the property of the State road, and the freight depot of this road stood near the corner of Wall and Pryor. Near the center of the block, the offices of the State road were located. The postoffice was a wooden building, located on the Corner of Peachtree, Edgewood and Decatur Streets. Washington Collier was postmaster, under President Polk.

“Thomas Kyle was the proprietor of a small store that stood on the corner of Peachtree and Marietta Streets. He carried a mixed stock of goods, but the biggest part of his stock was in very wet goods. Jonathan Norcross carried a general stock and did a large business. On the corner of the railroad crossing and Peachtree



Courtesy of G. L. Miller & Co.
SOME OF MANY IMPORTANT BUILDINGS MADE POSSI-
BLE BY AN ATLANTA FINANCIAL INSTITUTION

Street, was a small confectionary store and soda fountain run by Mr. Dougherty. From the railroad to Alabama, on the East side of Whitehall, there was a small wooden house, called the Holland House. Richard Peters had a stage stand, which occupied about one-half the block from the railroad to Alabama Street. The other portion of this block was filled with horse-racks. There was no livery stable in Atlanta, and people visiting Atlanta used these racks for the purpose of hitching their horses. On the North side of the block, from Whitehall to Pryor, was the freight depot of the 'Monroe Railroad.'

"The block on the North side of Alabama between Pryor and Loyd, were three stores, one of them owned by Loyd, Collins & Clark, who carried a stock of general merchandise. Another was occupied by A. Wheat, general merchant, and the other was occupied by Daniel McShuffrie, who dealt in wet goods exclusively.

"On the South side, from Pryor to Whitehall, there was only one store house, a grocery store run by U. L. Wright. On the opposite corner Johnson and Smith occupied a storehouse and dealt in general merchandise. There were about a dozen other storehouses on Whitehall between Alabama and Mitchell. They were occupied by James Doan, A. Dulin, Terrence Doonan, William Mann, Robert Mangum, William Herring, Richard Hightower, James Davis, A. B. Forsyth, and I. O. and P. E. Daniel. All dealt in general merchandise. I. O. and P. E. Daniel occupied a two-story brick building on the corner of Whitehall and Hunter. The upper story of this building

was used as a public hall. It was the only brick storehouse in the town. Hass & Levi, Sternberg & Co., and B. F. Bomar & Co., also had stores and dealt in dry goods and clothing. Dr. N. L. Angier, drugs; Lewis Lawshe, merchant tailor; McPherson & Richards, books and stationary; John Tomlinson, tinware; were all in business and occupied stores on Whitehall.

“U. L. Wright, A. Dolin, I. O. and P. E. McDaniel, John Trammell, Jonathan Norcross, Terrence Doonan, Fields Hight and A. B. Forsyth, were the principal cotton buyers. The manufacturers were Humphries Brothers, shoes; John Tomlinson, tinware; James Craven, jugware, and Andy Wells, bricks.

“There were four churches in Atlanta: Wesley Chapel, corner of Peachtree, Pryor and Houston; First Baptist, corner Forsyth and Walton; First Presbyterian, near the corner of Marietta and Spring, and the Episcopal Church, corner Washington and Hunter. The cemetery at that time was on the West side of Peachtree, corner of Baker Street. About 1849 or 1850, Oakland Cemetery was bought by the City and the dead were moved from the old cemetery and re-interred in Oakland.

“The physicians were William Gilbert, N. L. Angier and George Smith. Dr. James F. Alexander moved to Atlanta in 1849 during the small-pox epidemic. Dr. Nick Welch was one of the dentists and Dr. N. G. Hilburn the other. The lawyers were Logan E. Bleckley, Chris Simpson, Green B. Haygood, John L. Harris and Luther J. Glenn.

“The resident portion of the town was scattered from North Forsyth to Luckie, and on Decatur, Pryor and McDonough (now Capitol Avenue), West Alabama and South Forsyth as far as Peters, and Atlanta’s ‘400’ dwelt on these streets at that date.

“Castleberry Hill was the center of the street from the railroad crossing on Peters Street to the junction of Walker, and had a very unsavory reputation. It was then known as the ‘Midway’ of Atlanta. The principle resort was Walton Spring. corner James and Spring. This resort at that time was as popular as Grant Park is now. The water from this spring was quite cold and ran from under a rock. Antonie kept a refreshment stand at the spring where he sold soda water, ice cream, cakes and fruits. The baptismal pool was also located near this spring. A man known as ‘Monkey’ Baker had a menagerie of monkeys and guinea pigs near the junction of Walker and Peters Streets.

“From 1848 until the completion of the West Point Railroad, the wagon trade of Atlanta was immense. Long trains, with two, four and six mules, and many yoke of oxen, came in daily with cotton. Some days there was so much that it was impossible to weigh all of it the day it was received. The merchants did an immense business, and nearly every wagon returned home laden with merchandise. Nearly all of the cotton shipped from Atlanta went to Charleston and Savannah.”

A graphic insight into conditions as they were in 1841, is furnished by Mrs. Willis Carlisle,

mother of the first child born in "Terminus," who, with her husband, came here that year. They had just been married in Marietta, where the parents of Mrs. Carlisle located in 1828, and they moved to Terminus at the suggestion of the officiating pastor, Rev. Josiah Burke, who expressed the opinion that Terminus would be a great city some day and was just the place for a young couple to start out. Writing in 1892, Mrs. Carlisle said of her early experiences:

"We took his (Dr. Burke's) advice, and one warm June day we started on our journey (From Marietta to Terminus). Not greater was the fire of enthusiasm that coursed through the veins of those who long ago turned their faces toward California wilds in search of gold than was that of this young couple as they started to win the goal (or gold) at Terminus. As we, with our wagons and worldly effects, reached our destination, a rude structure which we had procured from Judge Cone, of Decatur, as a dwelling, we, found, to our consternation, that it was occupied, and, what was more, by rude people who refused to vacate. There we were, alone, thrust out into the wilderness without shelter, neighbor or friend. It was the only available shelter for miles around, having been built by Mr. John Thrasher and used years before as a commissary for the old 'Monroe' road hands. It was situated on Marietta Road. The families occupying it were Irish, employed to grade the road, and seemed to be fix-could notify Judge Cone, and finally found an old, tures.

"We began looking about for shelter until we

dilapidated shanty in which cattle had found refuge, and here we camped. After some delay, we obtained possession of shanty number one, which, for comfort, was little better than the one we had just vacated. But it was to be home; and let not the reader forget that we were young, ambitious and quite visionary. We felt that Terminus would not always be a terminus, but the beginning of much grand and glorious future prosperity.

“Notwithstanding the noble resolve of this young wife to stand by her husband and suffer as he suffered, our finer feelings recoiled at the sight of the rude floor and bare walls of the one room, which she realized was to be parlor, bedroom, store for groceries, and possibly dining room and kitchen, all in one. Imagine, if you can, young reader, if you are a mother or wife, this young wife’s feelings as she stood and gazed at her surroundings. Yet, as she gazed in disappointment and uncertain fear, this sweet reflection came to her: Mary, the mother of Jesus, had only a manger for her cherished one to be born in, and why should I ask for more? So the young and expectant mother of only seventeen summers, bowed her head in meek submission and grieved no more.”

Mrs. Carlisle then describes the vain search made by her husband for more comfortable and pleasing surroundings in which to place his wife, and his failure to find anything better in all the vast wilderness. At times she joined him in the search, and speaking of these excursions into the wilds, she said that they followed many trails,

hoping that they would lead to some house, but they would lead only to some spring used by railroad hands years before. One of these springs, she said, was near the present Forsyth Street bridge, and another was Walton Spring.

Referring again to their place of habitation, she said: "The stage driven by Tom Shivers passed every other day, back and forth from Decatur to Marietta. This event was an oasis in the desert of our lives, for it was the only thing that broke the terrible monotony. There were no churches and no Sabbath-schools, so we spent Sunday quietly at home.

"When the land was surveyed and lots in Terminus were offered for sale, we bought the second that was sold, which was in the block running from the corner of Pryor and Decatur Streets back to Line Street, now Edgewood Avenue. On the corner fronting Decatur, my husband erected a small building in which he continued to keep and to sell groceries. His was the first grocery store, and the store moved here later from Bolton by Loyd & Collins, was the first dry goods store in the place. To the rear of this block, fronting on Line Street, we had moved our dwelling, and had as a neighbor A. B. Forsyth. The first sermon was preached in the rock warehouse by Rev. John L. Thomas, a Methodist minister, and the first boarding house was kept in the engineer's office by Mr. Gannan for the benefit of the engineers.

"As the days, weeks and months rolled by, the modest little Terminus put on a new garb and changed its name to Farthasville. The same

characteristics which mark Atlanta today were hers then, namely: thrift, energy and steady purpose. The growth was so marvelous and rapid that it was impossible to keep pace with it."

CHAPTER X.

GROWTH IN VALUES

WHILE Atlanta's growth has been very rapid, and there has been a steady enhancement in realty values, the City has never known one of those hectic periods commonly described as a "boom," with sudden and enormous inflations and quite as sudden and even more pronounced deflations. Such booms were common enough in the South, as well as in other parts of the country, during the first quarter of a century following the Civil War, and in most instances their effects were disastrous, the last state of the town passing through one of these abnormal periods being worse than its first. In all these "booms" enormous profits were taken while the fictitious rise continued, but as a rule the losses were even greater when the bubble had collapsed. In many instances irreparable injury was done to communities which had fair prospects of achieving a generous measure of growth. Property values would attain such impossible figures during the height of the excitement, that those who were left with the bag to hold, found it impossible to realize more than a fraction of what they had paid, and as a consequence, the town became "dead," and either passed out of existence or remained stunted for a great many years. To survive at all required extraordinary vitality.

Any fast-growing city that escapes such a "boom" is entitled to congratulation, and Atlanta is such a place. There have been neither abnormal advances nor quick recessions here, but a sustained increase, both in population and in realty values. It is only under such conditions that the investor can feel assured that the money put in property will grow, and it is because of the fixity of Atlanta's growth that its real estate has become so attractive to investors.

The larger part of Atlanta's most compact business section, with its great sky-scraper, its commanding public buildings and its vast mercantile establishments, occupies what is known in the records as Land Lot 78, of the 14th District, consisting of 202½ acres. Originally owned by the Creek Nation, this property passed into the hands of the State on January 1, 1821, being a small part of the acreage that passed from the Creeks to the State. Some four and a half years later, July 18, 1825, a land lottery was held in which this and other property was passed to private owners, and the person to whom Lot 78 fell was Jane Doss. It cost her nothing.

After holding this site of a future city for six months, Mrs. Doss sold it, December 21, 1825, to Mathew Henry for \$50, or less than 25 cents an acre. Fancy if you will, property occupied now by such structures as the Candler Building, the Piedmont Hotel, the Ansley Hotel, the Healey Building and the United States postoffice, selling for a sum like this! But already some enhancement was in sight, for on January 27, 1838, Mathew Henry sold it to Ruben Cone for \$300.

This advance to nearly \$1.50 an acre was followed by another slight enhancement five years later, when, on August 19, 1843, one-half interest in the plot, less seven lots and three acres, was sold to Ami Williams for \$200. On September 17, 1849, Ami Williams acquired about fifty lots additional for the sum of \$1,000. By this time Atlanta had become established as a growing town, and a large part of the property within the future metropolis had been divided into lots and no longer was selling by the acre.

On January 23, 1863, Ami Williams sold a lot at Peachtree and Baker Streets, fronting 200 feet on Peachtree and running back to Spring, for \$3,000. This parcel comprised about two acres, and the price indicates how realty values were growing in Atlanta in spite of the fact that the War Between the States then was at its height.

In a little over a month after acquiring this property, McLendon sold one half of it to J. W. Rucker for \$5,000. This property fronted 100½ feet on Peachtree Street and run back to Baker, and then contained a small frame cottage. Following the burning of the City and the close of the war, there was a recession in values, this lot selling on November 14, 1868, for \$4,000, the purchaser being Austin Leyden. The latter sold it on March 13, 1869, for exactly what he paid for it, the purchaser being James R. Wiley. It is now the property of the James R. Wiley Company. It was assessed for this year, 1922, by the City of Atlanta at \$180,000, its actual value, of course, being much in excess of this figure. It comprises less than one acre.

The transactions traced here represents but a few out of the many thousands that followed the original purchase, many of them furnishing even more striking illustrations of the tremendous growth in realty values, but it is sufficiently representative to show the way in which acreage of low value developed into city lots worth fabulous sums.

In this connection, the Atlanta Chamber of Commerce is circulating a handsome little booklet entitled "The Romance of Atlanta Realty," and it presents some astonishing facts, compiled by B. H. Scott, while president of the Atlanta Realty Board. The introductory paragraph of this little booklet reads:

"Herewith is the most astounding story of real estate values known to any community in the United States for anything like the same length of time. It is, at the same time, the record of the growth and progress of a city and section that is hardly conceivable—certainly not duplicated in any of the conservative localities in the known world."

Here are some of the astonishing facts set forth in the pages which follow:

One hundred acres of land situated in West End sold in 1909 for \$20,000. One half of this land, with the improvements, is now valued for taxation at \$1,390,000. Over \$360,000 has been realized from the sale of lots on this fifty acres, and the other is still held.

In 1849, J. F. Johnson bought a half acre of land fronting 105 feet on Whitehall Street for

\$200. Twenty-one feet of this property sold in 1920 for \$160,000.

Five acres of land lying in the block bound by Alabama and Hunter Streets was bought by Nedom Angier in 1849 for \$200. One lot in this plot was sold in 1919 for \$75,500.

In 1864 Alfred Austell bought one and three-fourths acres on Marietta Street for \$5,000. In 1921 a piece of this property, fronting 90 feet on Marietta Street, was sold for \$180,000. This is the site of the new Federal Reserve Bank.

Adjoining this is a lot for which the Presbyterian Church paid \$300 in 1848, and for which it received \$102,500 when sold to the Federal Reserve Bank.

What is known as the "Tom Pitts Corner," at Five Points, was sold in 1845 for \$130. It is one of the busiest corners in Atlanta and is worth a fabulous sum today.

The Clarke property at Peachtree and Edgewood Avenue, was sold in 1862 for \$12,800. It was sold in 1919 for \$425,000. The same purchaser, Asa G. Candler, Incorporated, bought the Hunnicutt property at Peachtree and Walton Streets in 1917, paying \$420,000. It was bought in 1862 for \$6,000.

On September 17, 1849, Ammie Williams estate bought the land between Peachtree and Pryor Streets on Auburn avenue for \$1,000. It was sold recently for \$232,000.

The Piedmont Hotel, one of the familiar landmarks in Atlanta, occupies a piece of ground that was sold in 1860 for \$300. The hotel company

paid \$125,000 for it years ago, and the land is worth vastly more today.

The property at 138 Peachtree Street, which sold in 1920 for \$115,000, was purchased in 1869 for \$1,100.

The Howard Theatre, among the most beautiful motion picture theatres in the world, occupies a site which the theatre company leased for twenty-five years upon a valuation of \$625,000. The lot was bought in 1862 for \$580.

Sixty feet of land in the block where the Governor's Mansion stood on Peachtree Street, was purchased in 1882 for \$10,200. It was sold in 1914 for \$155,000.

A half acre on Ivy Street, near Decatur, was sold in 1853 by Lemuel P. Grant for \$150. In 1920 it sold for \$100,000, and it has since changed hands at a substantial advance over this price.

At the northwest corner of Peachtree and Kimball Streets, a lot 79x196 feet sold in 1882 for \$1,200. Sold in 1920, it brought \$85,000.

Another very fortunate investment was made by Richard Peters when in 1849 he bought 405 acres extending from North Avenue to Eighth Street, and from Bedford Place to a point beyond Plum Street, paying \$2,100 for the whole. This property embraces one of the most thickly populated sections of Atlanta today, among the many buildings thereon being the Georgian Terrace Hotel, the Ponce de Leon Apartments, the Technological School, All Saints Episcopal Church, St. Marks Methodist Church, and hundreds of other buildings. Its worth today would be difficult to estimate, but it is truly a staggering sum.

The history of "Land Lot No. 105," forms another amazing story of enhancement. It consists of 202½ acres and was bought in 1847 for \$150. It was bought in 1904 by Hugh T. Inman for \$300,000, and was developed into a high-class residential property, selling as high as \$250 per front foot. One choice block in this tract is said to be now worth as much as Mr. Inman paid for the whole.

Many other instances of a similar character are recited in this little booklet, all emphasizing the obvious fact that money placed in Atlanta real estate is planted in fertile soil.

Two factors account for the tremendous advances that have been noted in Atlanta real estate. One is growth achieved and the other is the certainty of growth to be achieved in the future.

In the development of values outside of the business districts, individual initiative has been an important feature. Real estate development purposed long ago to make Atlanta an attractive place in which to live as well as an ideal place in which to make a living. Residential sections of exceptional charm, such as Druid Hills, Inman Park and others, were developed with rare taste, and as a consequence visitors to this City are certain to be impressed with the beauty, the dignity and the restfulness of home life in this community.

Beautiful homes are also found in places even more remote. On Paces' Ferry Road, far beyond historic Peachtree Creek, a number of homes of an exceptionally impressive character are found.

Most of these are surrounded by grounds of such spaciousness that they reach the dignity of estates, and some of the homes are truly palatial in character and dimensions. Here the ground is high and rolling, affording abundant opportunity for the display of skill on the part of the landscape architect, and the scenic effects obtained are as restful as they are beautiful.

This creation of splendid semi-rural estates, is a comparatively new departure in the development of Atlanta, but the idea has taken firm hold upon those provided with ample means, and the number of these spacious and beautifully situated homes is multiplying constantly, the whole lending great charm to the City as a place of residence.

The abundance and excellence of the building materials found in Georgia is reflected in the liberality with which these materials are used in Atlanta, where the choicest marble and the everlasting granite plays a prominent part in the architecture of the City.

Marble of the finest quality exists in this State in unlimited quantities, being found in the northwest corner of the commonwealth. Here one deposit alone stretches its length for a distance of some sixty miles, with a varying width of from two to three miles and with a depth of from 150 to 200 feet. This one deposit is estimated to contain about five hundred billion cubic feet, and marble therefrom has gone into the erection of many notable buildings throughout the country, as well as into many memorials of one kind and another.

It is only in recent years that the tremendous value of these marble deposits has been realized, and there is an element of irony in the fact that just about the time the public began to realize something of their importance, the State was engaged in the erection of its magnificent new Capitol in Atlanta—and was building it of Indiana sandstone! What an opportunity for displaying a great home product to the world was missed at this time!

But, it might be said in passing, such colossal indifference to the things under ones own heels is not unusual. It has been the greatest single handicap under which the South has struggled. For many years before the War Between the States, the South raised cotton and bought what it needed elsewhere. Thus the habit of looking to other quarters when needs were to be supplied grew and became fixed. And, when the war was at an end and the slave labor which helped to make cotton growing profitable, disappeared, the habit survived. Hence the spectacle of men and of institutions sending into far places for things that could be found at their very doors, continued to be a common one—is a common one today.

However, time is bringing about a mighty change in this respect. The South, having taken stock of its major possessions and having found these possessions of a value far surpassing anything imagination may have pictured, is taking hold and developing its own. Thus, while Georgia's splendid State building is made of Indiana stone, Atlanta's greatest temple of business—the

STONE MOUNTAIN, ATLANTA, GA. LARGEST SOLID STONE IN THE WORLD, ONE MILE FROM BASE TO SUMMIT. 10 MILES FROM ATLANTA, GA.



STONE MOUNTAIN, ONE OF THE WONDERS OF THE WORLD

Candler sky-scraper, is made of Georgia marble, as are many other structures in and about the City, including the splendid Terminal Station, the Public Library, and the Federal Reserve Bank, a magnificent structure in its enlarged state.

Today the beauty and utility of Georgia marble is so well recognized that it is used almost universally. At least four states have rubbed it into Georgia, so to speak, by adopting for their own Capitals the marble which Georgia itself ignored, these States being Minnesota, Kentucky, Arkansas and Rhode Island. Moreover, it has been recognized by the Federal Government, in the erection of its building in Boston, and in a number of other structures, and is represented in New York by the Stock Exchange and numerous other buildings. The Royal Banks of Canada in Montreal and in Winnipeg, are built of Georgia marble, as is the Illinois State Memorial at Vicksburg, the Louisville & Nashville passenger station in Louisville, the Cocoran Art Galleries in Washington, and so forth and so on. Verily, Georgia marble has come into its own!

Granite rock, another building material of rare excellence and wide usage, is found in abundance, the most impressive and most colossal example being situated in plain view of Atlanta. As I glance out of the window where these words are being written, I see Stone Mountain, like some brown, gigantic dolphin swimming in a sea of green. Six hundred and eighty-six feet, this mighty mass of stone towers above the surrounding country, the largest and most amazing monolith in the entire world. Seven miles in circum-

ference, and composed of a single unit, it is estimated to contain sixteen billion feet of workable stone.

But while Stone Mountain contains this vast quantity of building material, it is valued chiefly because of its unique character, and though a considerable amount of "pecking" has been done about its base in the gathering of building materials, it is now to be preserved and is to form a unique and truly wonderful memorial. A monumental panorama, commemorating the valor of the Confederate soldier, is being carved upon its sheer side, with heroic figures, fifty feet in height, and when the work is done it will be without a parallel .

Georgia's granite field extends throughout the Piedmont region, comprising sixty-one counties, but the most beautiful material is found in the Oglesby-Lexington territory. Here monumental material abounds and it has come into wide usage.

Atlantans are justly proud of the State which has contributed so much to the greatness of their own City, and there is a genuine zeal for the encouragement of home institutions and enterprises. The development of mines and quarries, the diversification of crops, the promotion of dairying, of live stock and swine production, and similar enterprises have received their cordial support, and they show the measure of their faith in Georgia products by the practical use of the same whenever and wherever possible.

The influence of this attitude of helpfulness and co-operation upon the State at large has been

tremendous. Largely through the efforts of one great packing plant in Atlanta, Georgia, has been brought to a high state of productivity along this line; its record for the production of beef and swine having grown rapidly. Atlanta flour mills have encouraged the production of wheat, with excellent results. Its hotels have fostered the production of poultry, eggs, milk, butter and cream, and so it has gone—consumers doing what they can to bring about the production in Georgia of things that are consumed here.

The Southeastern Fair, held annually in Atlanta, is another vital factor in the development of production and in linking the producer up with the consumer. The commercial and industrial exhibits at this fair serve to parade before the agricultural population the products of the factories and mills, while the exhibits from farms and dairies and orchards serve to keep the city dwellers informed concerning the things the soil of Georgia will produce.

This fair, which is much more than a local event, its fame spreading throughout the South, does far more than one might infer from this brief reference, but the only point I seek to emphasize in touching upon it is its wide influence upon the movement to keep Georgia products to the front. The fair buildings are large and modern, and the exhibits, coming from practically all points of the compass, are numerous and representative. The attendance, comprising visitors from all the Southeastern States, is always large and the beneficial effects to Atlanta and to Georgia and the South are great.

The developments preceding the establishment of the Southeastern Fair Association were of a character well calculated to foster a permanent institution of this kind. The Cotton Exposition of 1881, followed by the Piedmont Expositions, created here an apt appreciation of the value of displaying the products of the soil and the creations of man's genius, and the community also became well-grounded in the fundamentals involved both in the presentation of such exhibits, and in the handling of the masses of people who are attracted. So it is not surprising that the Southeastern Fair has become a great institution, nor that it serves a most useful purpose. Its exhibits are held each October and always brings a large number of visitors.

Visitors to Atlanta, whether coming to the exposition, or to grand opera, or to some other attraction, find many points of interest in this City. Few, however, possess a stronger appeal to the student of history than the Cyclorama at Grant Park, where is housed the most colossal painting of a battle scene that human conflict has inspired. This painting is fifty feet high and four hundred feet in circumference, and is a graphic portrayal of the Battle of Atlanta, which sealed the fate of the "Citidal of the Confederacy."

This remarkable painting, the work of three German artists, is housed in a beautiful stone building which occupies a commanding bluff. The building is approaching completion as these lines are written, and in addition to providing a splendid and eminently fitting setting for so remarkable

a work of art, it provides space for numerous relics of "The Lost Cause." It takes the place of a frame structure in which the painting was housed for years, and in which it finally began to show signs of deterioration. Thereupon it was determined to provide a structure in which the work would be preserved for centuries to come, and the splendid building now practically completed is the result.

Through the main entrance, which is flanked by large and graceful columns, one enters the Cyclorama through a wide, high tunnel, which leads to stairways upon which the visitor mounts to an elevated stage, circular in form, and there, spread before the eyes in a vast circle, is the Battle of Atlanta. The painting, since being placed in its permanent setting, has been skillfully retouched and today has all the appearance of having been completed only a few weeks ago.

The Battle of Atlanta, July 22, 1864, raged chiefly about the Georgia Railroad, which General Sherman had thrown his forces across and was attempting to hold as a part of his plan of isolating the City. This railroad, the track torn up and the rails bent in all directions, forms the central theme in the painting, and by a clever bit of stage work, the road is carried across the earthen floor which divides the circular walls of canvas, helping thus to create an illusion of continuity. Broken wheels and dismantled cannon, together with other debris of war, are also scattered over the ground, lending realism to the scene.

The house in which General Sherman made his headquarters, and from in front of which he

viewed the ebb and flow of this crucial battle, is clearly visible in the distance, while in the opposite direction, across hill and vale and over the vast and troubled sea of struggling men, is seen the skyline of Atlanta just as it was silhouetted against the smoke-laden horizon upon that memorable occasion, a number of its spires and domes still standing in spite of the shells which had been rained upon the City.

Remarkable detail characterizes the work in a number of instances. Amid the multitudenous figures, one may easily discover the forms of the two brothers who met upon this battle field; one a Confederate and the other a Federal. The Confederate is prostrate upon the ground, severely wounded, while above him kneels the Federal, a canteen of water in his hand. As he performs this act of mercy, he discovers that the man upon the ground is his brother; one fighting for the preservation of the Union, the other to establish a purely Southern State. For members of one family to be on opposite sides in this conflict was not unusual, as wide differences of opinion prevailed among the people residing in the border states, but that brothers should meet in the fashion depicted here, presents an element of romance that the lecturer, who explains the great painting to visitors never fails to touch upon.

The nicity of detail lends to the immense painting an interest that sweeping generalities could not arouse, and one may spend hours studying the work if accompanied by a person familiar with the meaning of all the spirited scenes depicted upon the immense sweep of canvas. If interested in

statistics, the visitor may learn that this 400 x 50 painting weighs five tons and that it represents the work of three artists for a period of three years. It is valued at \$100,000.

Grant Park, which itself embraces a portion of the ground upon which the Battle of Atlanta was fought, contains another war relic of unusual interest: "The Texas," that fleet locomotive of the '60's, which took the last leg in the pursuit of Andrews' Raiders when they decamped from Big Shanty with the "General," their purpose being to burn the bridges between Atlanta and Chattanooga and thus cut off the Confederate armies from a fundamentally important source of supply. Well preserved and carefully tended, this historic locomotive is an unfailing point of attraction.

CHAPTER XI.

THE STAGE—NOW AND THEN.

THE fact that Atlanta is the only city in the United States, outside of New York, where the Metropolitan Grand Opera Company regularly performs, gives this City a remarkable distinction, and one which illumines the enterprise of the City in a peculiarly impressive way. A more daring enterprise was never launched in a Southern city, and the fact that it has become a brilliant and permanent feature, forms a striking tribute to the foresight of those cultured men and women whose courage and enterprise made it possible.

Grand Opera week in Atlanta is far more than a local or State event. It is Southern in its scope, and its influence upon the cultural life of the South has become marked. Thousands of music lovers from all parts of Dixie come to Atlanta for Opera Week, and during this period there assembles in the great auditorium an audience more representative of the wealth and culture of the South than is drawn together upon any other occasion. The effect is to have the message of good music carried into far places. Through this influence scores of communities throughout the Southern States have been inspired to stage musical productions upon a scale not dreamed of until Atlanta demonstrated that Grand Opera could be supported in the South. No other city has attempted any such ambitious

program as is presented in this City, but many have presented events featured by the presence of several stars of international reputation. An ambition for the best has been fired in the breasts of music lovers, and the circle of their influence is an ever widening one.

The scene in the Atlanta Auditorium during Grand Opera Week for brilliancy is unsurpassed. On such occasions the family jewels are brought forth, and the most marvelous creations of the milliners are on display. The great auditorium is decorated in keeping with the occasion, and on the whole it is a wonderfully brilliant and colorful spectacle.

It is also a week of wonderful entertainments. The social affairs presented in the many beautiful homes of Atlanta reach the peak in point of perfection, and it is little wonder that multitudes of visitors leave at the close of this remarkable week feeling that they have found here all of the brilliance and more of the delights than would have been found even in the gay and cultured city of Paris.

The Metropolitan Grand Opera Company was first brought to Atlanta in 1910, this bold adventure into the realms of opera being the outgrowth of an elaborate musical festival presented in commemoration of the completion of the Atlanta Auditorium in 1909. Until the inauguration of Grand Opera Week, this was the most ambitious musical venture ever presented in the South. The Atlanta Music Festival Association was organized in anticipation of this event, and a number of

famous singers were engaged, including Farrar, Fremstad, Jomelli, Langendorff, Maconda, Lansing, Zenatello, Scotti, Martin, Lawson, Hastings and Lockhart, with Schinitzer and Chabot as pianists and Spalding as violinist. The Dresden Philharmonic Orchestra also was engaged, and a chorus of five hundred voices was trained for the event.

The cost of this undertaking was very large, and the guarantors expected to be called upon to make up some deficit, but community pride in the completion of the new auditorium was high, and the desire to make it the vehicle for converting Atlanta into the musical center of the South keen, and not the least difficulty was experienced in having the guarantee fund largely oversubscribed. But there was no deficit. The people of Atlanta, and of the States, supported the effort brilliantly, and so pronounced was its success that the Music Festival Association was inspired to attempt something even more elaborate. "Atlanta," the members of this organization said, "should have the best in music, and should have it as a permanent thing."

This spontaneous demand for the best, prompted the inquiry "what is the best?" and the answer was "Grand Opera, by the Metropolitan Grand Opera Company."

The tremendous cost of such a venture staggered a few, but the very boldness of it stirred the imagination of the leading citizens and after the idea had become thoroughly assimilated, they went to it with a boundless enthusiasm.

The idea of playing an engagement in the South had not occurred to the management of the Metropolitan Grand Opera Company, and doubt existed as to the feasibility of this great musical organization performing outside of New York, but finally a figure was named—and a large figure it was—and the music lovers of Atlanta knew what they would have to do. They met the challenge by subscribing promptly the amount necessary to bring grand opera to their City, and the initial performance was presented in 1910. Results more than justified the faith of those who made possible the wonderful series of performances. Receipts exceeded expenditures, as large as they were, and the guarantors were not called upon for a cent.

The success of this early presentation, both financially and artistically, was such that the Music Festival Association adopted grand opera as a permanent feature, and it has been presented each year since 1910, with the exception of 1918, when it was omitted on account of the war, and only once during this interval has it been necessary to supplement the funds necessary to pay all cost incident to the presentation. This was in 1922, when an unusual condition of depression prevailed, due to severe deflation and the destruction of the cotton crop by the boll weevil.

In addition to the notable triumph achieved in presenting the Metropolitan Grand Opera Company as a permanent feature, the Music Festival Association caused to be installed in the new auditorium a magnificent organ, said to be the third largest in the United States. The cost of this instrument was fifty thousand dollars, and when it

had been paid for it was turned over to the City. Since its installation it has been a source of delight to the people of Atlanta as well as to those in many surrounding communities. Sunday afternoon concerts are held regularly, the music being conveyed to countless "listeners-in" by the radio department of the Atlanta Constitution, and also to the throngs in the city parks by means of telephone amplifiers. Thus multitudes are enabled to enjoy the pleasure and inspiration of beautiful and majestic harmony.

The executive head of the Music Festival Association is the same now as in the beginning, the office of president being occupied by Col. W. L. Peel, a man of exceptional culture and one devoted to all that makes for the progress of Atlanta along the highest and best lines. His wife, who might well be referred to as one of the great moving forces of Atlanta, has been as eager and alert in the promotion of things musical, and she, too, deserves much credit for the success which has crowned the effort to make Atlanta a center of musical culture.

Few changes have been made in the executive family of the Music Festival Association since its organization. In the beginning, when few realized how notable the achievements were to become, the Executive Committee consisted of W. L. Peel, C. B. Bidwell, H. M. Atkinson, G. W. Wilkins, Clark Howell, John E. Murphy, James R. Gray, V. H. Kreigshaber, Ben Lee Crew, W. Woods White, C. L. Anderson, Victor L. Smith, John Temple Graves, John W. Grant and R. S. Wessels. Today, after the passage of more than a dozen years,

the list reads much the same: W. L. Peel, H. M. Atkinson, C. B. Bidwell, W. Woods White, Clark Howell, John E. Murphy, V. H. Kreigshaber, Ben Lee Crew, John W. Grant, J. B. Nevins, J. S. Cohen, W. M. Brownlee, Robert S. Parker, with S. Davies Warfield, of Baltimore, and Otto H. Kahn, of New York City.

The huge auditorium in which grand opera is presented is also a concrete testimonial to the public spirit of Atlanta. Built through private initiative and individual pluck, it is a permanent reminder of the fact that when the Atlanta people want a thing they go after it with an energy that overthrows all obstacles. Legal restrictions prevented the City of Atlanta from building an auditorium, and while the municipal officials were in thorough sympathy with the project, it was necessary for private individuals to point the way and to develop the means to the end. That they did it, providing Atlanta with an auditorium of great size and modern in all respects, at a time of general financial depression, forms a striking tribute to the genius and the courage of the moving spirits.

When the movement for an auditorium was begun, grand opera was not thought of, but it was believed that if this City were provided with such a building, it speedily would become the convenient center of the South—an expectation fully justified by subsequent events, for it is a fact that Atlanta now entertains a convention of some kind almost every day of the year. Not all of them, as a matter of course, are held in the auditorium, that structure being far too large for a majority of

such gatherings, but the fact that the City can care comfortably for the greatest event of this kind, and does entertain many of them, has served so to popularize the City that meetings of every kind and character are brought here.

The building of this great asset to community life had its inception in the fall of 1906, when a committee of seven, consisting of Robert F. Maddox, Asa G. Candler, Sam D. Jones, W. H. Kiser, David Woodward, J. Willie Pope and J. W. English, called a mass meeting in the Chamber of Commerce building and there urged the great importance of providing an auditorium of sufficient capacity to meet the present and future requirements of the City. This committee was created for the purpose of providing an alternative plan of investing certain funds and certain energies which had been gathered for the purpose of holding an exposition in Atlanta—a project that finally was declared inexpedient. The desire of those concerned was to direct the energies of this movement into a more constructive and more permanent channel.

At the mass meeting just referred to, a resolution was adopted providing for the creation of a committee of twenty-five, whose duties should be to appear before the Mayor and General Council and urge the building of an auditorium; “also to suggest a financial plan by which this may be done.” This provision was inserted because it was well known that the charter of the City prevented the execution of any contract that was to continue beyond the year in which it was made, and that some means would have to be provided

for financing the project before the City could take hold. The situation was such that it was necessary to form a corporation and to issue the bonds. Bonds in the sum of \$175,000 were issued, payable in annual installments of \$25,000. The bonds were sold to an insurance company and the money was paid over as the building progressed and the City assumed the contracts. The building was erected under the supervision of the Building committee.

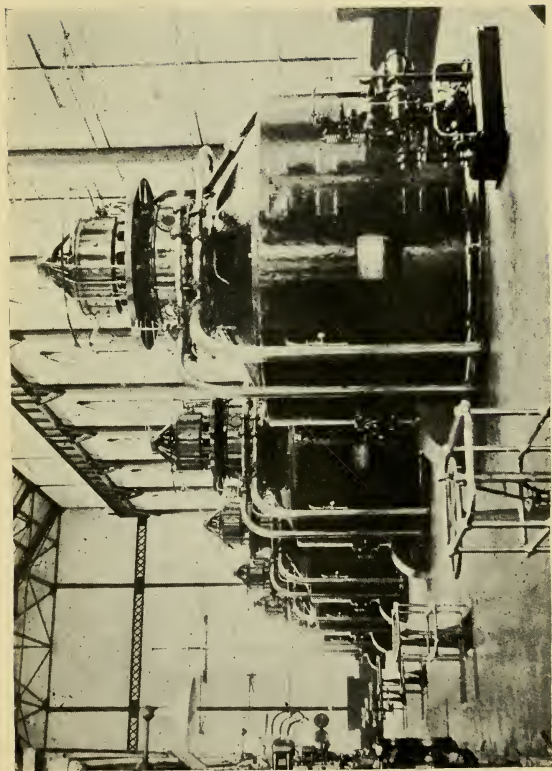
From the first the City officials were in thorough sympathy with the movement and gave all needful assurance of support. The Atlanta Auditorium-Armory Company was organized with a capital of \$75,000, the date of organization being Feb. 7, 1907. James R. Gray was elected president, John E. Murphy, vice-president, Walter G. Cooper, secretary, Robert F. Maddox, treasurer, the board of directors consisting of these gentlemen with Clark Howell, Asa G. Candler, J. W. English, C. L. Anderson, W. L. Peel, C. E. Caverly, J. J. Spalding, Wilmer L. Moore, Robert S. Wessels, P. S. Arkwright, Sam D. Jones, F. J. Paxon, J. K. Orr, E. R. DuBose, John Temple Graves, Burton Smith, Frank Hawkins, W. T. Gentry, J. Wiley Pope, David Woodward and George W. Sciple. A building committee was named, consisting of John E. Murphy, chairman; W. L. Peel, James R. Gray, Clifford L. Anderson and Robert S. Wessels. The City Council created a co-operative committee consisting of F. A. Quillian, chairman; E. E. Pomeroy, E. W. Martin, W. A. Hancock and E. C. Peters, which served during the first year. The committee for the second year consisted of E. E. Pom-

eroy, chairman; Martin F. Amorous, Charles M. Roberts, Aldine Chambers and Eugene Dodd.

A lot two hundred by three hundred feet was purchased as the site of the auditorium, at a cost of about \$60,000, and the structure was erected thereon at a total outlay of approximately \$190,000. The building has a seating capacity of approximately eight thousand. The center of the auditorium is an elliptical arena ninety feet wide and one hundred and fifty feet long, surrounded by a series of boxes, back of which is the dress circle. Above are two spacious balconies, reached by inclines instead of by steps. At the eastern end of the building is the organ loft, where is housed the magnificent \$50,000 instrument.

The building is also provided with a small convention hall, seventy-five by seventy-eight feet, with a twenty-nine-foot ceiling. Here smaller conventions and similar gatherings are held, the seating capacity being about nine hundred. This hall was "christened" on January 15, 1909, with a "possum supper" to President Taft, who was the guest of the City on that date. Incidentally, President Taft liked nothing better than a visit to Georgia. He spent his vacation in this State upon a number of occasions, and won many friends and admirers by his affable manner and genial temperament.

In financing the auditorium at a time of general depression, the committee encountered numerous obstacles, but every difficulty was overcome because of the unanimity with which the public spirited citizens of Atlanta wrought upon the project. It is doubtful if there is another building any-



GIANT TURBINES IN PLANT OF GEORGIA RAILWAY AND POWER CO.

where in the country that represents so much in spaciousness, in permanency, in convenience and in architectural detail, and so little in financial outlay. This result was due in part to the conditions above referred to, but another factor was represented in the skill and intelligence displayed by the building committee. This committee got full value, "pressed down and running over," for every dollar expended.

It is a far cry from this great auditorium to Atlanta's first important house of entertainment, but the journey is not without interest. Indeed, a mere reference to the DeGive Theatre is enough to start the old-time theatrical patron upon a voyage of delightful reminiscence. "Ah, those were the days!" Names to conjure with appeared on the boards then—Joe Jefferson, Booth and Barrett, Sol Smith Russell, John T. Raymond, Fannie Davenport, Sarah Bernhardt, Ezra Kendell, Richard Mansfield, J. K. Emmett, Denman Thompson, Frederick Warde, Julia Marlowe, Bob Slavin, Ada Gray, Annie Pixley, Louis James, Madam Rhea, James O'Neill, Thomas W. Keene, Cora Van Tassell, Roland Reed, Lewis Morrison, Henry Dixie, Emma Abbott, Scott Thornton, Atlanta's own gifted tragedian, and a host of others, including those gifted fun-makers, Al G. Fields, Lew Dockstader, Y. H. Primrose, Billy Van, James A. Decker, James Gorman, Bob Slavin, Milt Barlow, George Wilson and W. S. Cleveland. Bill Hart, too, was here in those early days, but needless to say, he wasn't a "movie" star at that time.

While the DeGive Theatre was not the first playhouse, it having been preceded by the old

Atheneum, it was the first pretentious place of amusement and for twenty-five years occupied a place in the life of the people such as has been occupied by no other, before or since. During nearly all these years, it was the center around which revolved the life of Atlanta, insofar as things theatrical were concerned. Here the greatest interpreters of the drama were seen; here the world's most distinguished fun-makers held forth, and here the most famous lecturers upon the platform were heard.

This playhouse, which stood on Marietta Street and extended back to the Grant Building, was erected by Laurent DeGive. It occupied four lots. The first three fronting twenty-five feet each on Marietta Street, were purchased by Mr. DeGive in 1862 for \$700 each—a total of \$2,100. Later a fourth lot was purchased for \$5,000.

After this pioneer house had been operated for a time as the DeGive Theatre, it was remodeled and the name was changed to the DeGive Opera House, the idea being that "Opera House" was more dignified and more suggestive of a great playhouse than the term "theatre." This name remained until the opening of the great Cotton Exposition in 1881, when it was decided that "The Columbia" would appeal more to the great exposition throngs, and it was so named. This title remained until the theatre was leased by Jake Wells, and then it became "The Bijou." Under this name it continued to furnish entertainment to the people of Atlanta until a couple of years ago, when it finally passed forever—going to make room for an office building. Meanwhile,

however, numerous other places of amusement had come into being, including a much finer theatre for the presentation of the best in the spoken drama, and the loss of the pioneer structure was notable only for sentimental reasons.

But what a wealth of sentiment clustered about the ancient pile! Students of the public schools graduated there. As they started out in life, the boys took their sweethearts there; then their wives; then their children. Friends entertained friends there, orators discussed great issues there, and there the greatest actors that ever trod the boards were seen in the prime of their powers. Lucian York, now manager for M. Rich & Brothers, stood at the door of the old theatre for many years, coming in intimate contact with the great of the stage, and accumulating a wealth of information about plays and players such as is possessed by few men. He kept notes in a little red book, and when this first little book was filled, he got another, and there the record of many a great performance was put down. From this record one learns that Sarah Bernhardt played "La Tosca," that Frank Bangs appeared in "The Silver King," and that Fanny Davenport starred in "Cleopatra" and in "Tosca." William H. Crane and Stuart Robson appeared in "Merry Wives of Windsor," "Henrietta" and "A Comedy of Errors." Joe Jefferson appeared in *Rip Van Winkle* and "The Rivals."

Both Edwin Booth and Lawrence Barrett appeared at this old theatre, separately and together, presenting when together "Hamlet," "Caesar," and "Othello." But the list of those

who walked the boards of this old-time theatre and caused laughter and applause and tears and sighs, according to the humor of the play, might be extended endlessly. Atlanta came in these times to rank as one of the great theatrical centers of the South, and it obtained the best then, as it does now. Practically all the great plays and players, starting from New York for New Orleans, passed through this City and the people here had the opportunity to see and to enjoy the best.

As a matter of course, many amusing incidents occurred during the quarter of a century that this theatre formed the chief center of attraction to Atlanta theatre patrons, and it is well that some of these incidents were preserved. Joe Stewart, who was stage carpenter at the old theatre for many years, possessed an observant eye, plus a retentive memory, and he is responsible for the fact that some of the laughable incidents witnessed "back stage" have been recorded. In an interview in the Atlanta Journal some years ago, he related how a crowd of stage hands, indignant at Richard Mansfield because he made them place rubber on the bottom of their shoes so that the clatter of their feet might not get upon his nerves, made a combined assault upon that distinguished actor. These hands discovered a number of stuffed clubs, which had been left by a preceding company, and arming themselves with these dangerous-looking but harmless instruments, they "laid for" Mansfield, and when he came back between the acts they went at him hammer and tongs, pounding him from all sides.

He finally escaped to his dressing room, a greatly outraged gentleman, but though he offered a reward of \$100 for the identification of his assailants, no one claimed it and the culprits escaped. Continuing, Mr. Stewart said:

“Mansfield was the greatest stickler for details I ever saw. He always went on the stage, just before time for the curtain, and set it over. Once I knew him to hold the curtain for thirty-two minutes until I could get a certain sort of Champaigne glass that he held in his hand for about two seconds. On another occasion, the management wanted him to give a double bill made up of a part of ‘Dr. Jekyll and Mr. Hyde,’ and a part of the ‘Parisian Romance.’ He refused to mutilate the plays that way and said he would give all of them. And he did. The curtain went up at 8 and went down at 2 in the morning. But despite his oddities he was one of the greatest actors of all time, and a man you got along with famously when you did just what he wanted.

“Tom Kenne’s production of ‘Richard III’ was almost broken up one time when an old woman from Darktown made her appearance upon the stage in the midst of a big scene. The ladies of the show had given out their washing and had cautioned the old woman to have it back on time. She was a little late and a little flustered, and when she got through the stage door she walked right out before the audience, the clothes-basket in her arms. ‘Lady,’ she said, ‘here’s yo’ washin’, and handed it to the queen or the duchess, or whoever it was.

“Charley Osgood, advance agent for the ‘Country Circus,’ the first show ever put on here by Klaw and Erlanger, tried a joke on us that had a boomer-rang effect. Charley told us they were going to have a lot of elephants with the show and that the stage would need special bracing. We put so many braces under it that an engine could have run across the boards without shaking it, then we waited for the elephants. They came along all right, paper-mache, so heavy that you couldn’t lift more than two of them with one hand.

“ ‘So those are the elephants, are they, Buddy?’ said Mr. DeGive, talking to me. ‘Well, we’ll see.’ And we did. He presented Charley with a bill for \$500 for extra expenses, and that was the last stage he ever had braced for those paper-mache elephants.

“One of the biggest productions ever put on here was ‘Cleopatra’ with Fannie Davenport in the principal part. Pine trees were fixed on blocks so that they could be moved back and forth, giving the idea of swaying. We had a lot of negroes to work the trees, and their swaying was to be one of the most realistic parts of the big storm scene. But we hadn’t counted on the noise the big storm would make and what effect it would have on the hired help. The thunder started rolling, the lightning flashing, and the rain falling, and every one of the negroes left right away. They didn’t hesitate a minute. They just left, and throughout the storm those pine trees stood as though no wind in the world could shake them.”

This theatre remained the only one of any importance in the City until 1891, when the Edgewood Avenue Theatre was built by Barney Kleibaker. Others were erected from time to time until the climax was reached a couple of years ago with the erection of the Howard, the most beautiful picture theatre in the South and one that is not surpassed anywhere for the charm of its lighting effects and the convenience of arrangement.

The introduction of the motion picture industry gave a tremendous impetus to the work of theatre building, and, as stated elsewhere, Atlanta has many houses devoted to this art, a number of them being exceptionally attractive.

Atlanta has a wonderfully active Little Theatre Guild, an organization whose purpose is "to give drama with a literary quality, acted and staged with sincerity and artistic simplicity—in short, to study the community that its theatre may express its ideals; to make of the theatre a place where good drama, wholesome amusements and intelligent recreation may be enjoyed; a place where may be seen those plays seldom seen on the commercial stage—and finally to encourage the creative spirit of our own people."

The membership of this organization embraces playwrights, scene designers and painters, amateur actors and costume creators, and lovers of the dramatic art. At present the productions are being given on a small stage in Cable Hall. With only a fifteen foot proscenium opening and fifteen foot depth this small stage lends itself admirably to the type of plays usually produced by Little Theatres. Among the one act plays

already produced upon this stage before large and appreciative audiences are "The Pot Boiler" by Alice Gerstenberger, "Ruby Red" by Clarence Stratton, "Boccaccio's Untold Tale" by Harry Kemp, "The Maker of Dreams" by Oliphant Down, "The Unseen" by Alice Gerstenberg, and two plays by a local playwright, Mr. Parker A. Hord, "The End of Summer" and "A Chance of a Lifetime."

The plans of this organization for the future call for their own permanent Community Theatre which will have the backing of the municipal authorities and civic clubs. In such an art building it is proposed to have rehearsal room, club rooms for the members, and a stage whose equipment will rank with the best in the country.

The leader of this movement, Mrs. Earl Sherwood Jackson, has been a prominent figure in Atlanta's dramatic and artistic world for the past ten years. Among the splendid things which she has sponsored and developed is the beautiful Municipal Christmas Festival, "The Light of the World." This pageant-drama, combining music, pantomime and spoken lines, together with tableaux, seeks to present the story of the Nativity in such a way that it will give the true spirit of the Christmas message "Peace on earth—good will toward men."

This Nativity Play, an annual event in Atlanta, is presented on the stage of the City Auditorium. There are no tickets sold and no reserved seats except for inmates of the charity institutions and wounded soldiers. The production was first sponsored by the Atlanta Woman's Club when

Mrs. Jackson was chairman of drama and pageantry. The first performance was given in 1916, a little pantomine drama "The Gift," written by Mrs. Jackson and produced by her. Thousands were turned away from this simple production which was made possible by voluntary subscriptions. There were incessant demands for a second production, but only one performance was given. The next year a larger and more spectacular production called "The Vision" was written and staged by Mrs. Jackson at the City Auditorium and also, by request, was presented at the dedication of the Camp Gordon Liberty Theatre.

Last year the full co-operation of the City Officials was secured. Financed entirely by appropriation from City Council, "The Light of the World"—a stupendous drama of the Nativity was written and produced. This production required nearly two hundred participants, as well as a large augmented chorus. By well known critics it is declared to rank with the Oberammergau production in its sublimity, costuming and staging and brilliant lighting effects. Unlike the Oberammergau play, the names of the actors do not appear upon the program, but every effort is made to submerge the personalities of the performers in the characters they are interpreting. The personnel of the players is recruited from every walk of life—city officials, society matrons, bank clerks, ministers, school children and working girls. Busy men of affairs prominent in the financial world take a keen interest in their minor parts as Shepherds or men of Israel.

At Christmas every year this play is produced and Atlanta is earning the name of the "Christmas City," whose welcome is extended alike to the stranger within and the wanderer without her gates.

CHAPTER XII.

PLACES OF RENOWN

THE vigor of Atlanta's citizenship may be accounted for in a measure by the fact that abundant provision has been made for taking care of the physical being. Atlantans are not too busy to play, and the enthusiasm with which they enter into the enjoyment of sundry forms of exercise is contagious.

Golf is the outstanding mode of recreation, and here the game has developed not only a multitude of enthusiasts, but a number of players of international reputation. There is Miss Alexa Stirling, three times national woman's champion; Bobby Jones, known wherever golfers congregate, and Perry Adair, another whose name is a household word among devotees of the sport. In addition to these brilliant and famous stars, there are any number of skillful players. And following in their wake is a long line of performers, some of whom merely knock the ball about, but all of whom are fired by boundless enthusiasm for the game.

In Atlanta, golf is strictly a democratic institution, "going democratic when municipal golf links were opened," as one writer has expressed it, and here the game has its devotees among all classes.

Atlanta has six golf clubs, with several courses that rank among the best. The East Lake course is credited with being the finest in the South and

among the ten best in the United States. Here have been staged a number of brilliant championship tournaments which attracted the best players in the game. East Lake is the country home of the Atlanta Athletic Club, and is a most delightful place.

The Druid Hills Golf Club has a remarkably beautiful course, as has the Capital City Country Club. Then there is the Ansley Park Golf Club and the Ingleside Country Club, with exceptionally fine courses of nine holes each. Another excellent course is that of the West End Golf Club. The new municipal course, named in honor of Mayor Key, who is an enthusiastic advocate of recreation for all the people, naturally is one of the most popular in the City. Here men and women of all ages, as well as boys and girls, are seen, all intent upon putting the ball across with the minimum number of strokes.

This tremendous increase in golf enthusiasm, and in the number of places where the enthusiasm may be spent, is of comparatively recent origin. In the early nineties there was but one club, the members of which were objects of more or less curiosity—and no little derision—as they tried to coax the tiny ball to do their bidding. This early course was in Piedmont Park, where a tremendous transformation has been brought about. No corporals guard follows the ball today, but companies and battalions go out to slam it hither and yon upon this splendid municipal course.

A mighty asset to Atlanta, is this park—the great recreational center of the City. In addi-

tion to golf, one sees scores of white-clad figures engaged in tennis, while other scores engage in the great American game of baseball. Meanwhile multitudes of swimmers enjoy the limpid waters of the beautiful lake, or indulge in boating. A more animated scene than is presented here on summer afternoons would be difficult to imagine.

Grant Park also affords many recreational features, chief of which is swimming, but there are many other attractions, including the "Zoo," the wonderful Cyclorama, showing the "Battle" of Atlanta, the numerous war relics, and the native beauty of the park itself.

Lakewood, the home of the Southeastern Fair, is an amusement resort, where boating and bathing and all the other forms of entertainment may be enjoyed. Across the way is an Ostrich Farm, said to be the largest East of the Rockies.

Ponce de Leon Park is another beautiful recreational center, with swimming, boating, etc., and there are many other delightful places, including Ansley Park, Lucile Park, Druid Hill, Heard Park, Hillyer Park, Howell Park, Joyner Park, Maddox Park, Mims Park, Mozeley Park, Pershing Park, and any number of playgrounds where children may make merry and enjoy themselves to their hearts content.

At a distance of sixteen miles, is Stone Mountain, one of the wonders of the world, reached either by train, street car or by automobile over an excellent road. This mountain is plainly visible from Atlanta, and its changing aspects, with the varying weather conditions, is an unfailing source of interest. Some days, when smoke from

far-off factories floats above its mighty bulk, it is suggestive of that great Italian volcano which long since buried Pompeii and Herculanium—an illusion that is heightened by the great patches of bare granite appearing between the ragged patches of green. Again, when the atmosphere is damp, as after a rain, it is deep blue, like the ocean, not a single scar appearing.

Rainbows seem to have a fondness for this mountain, too, and four times within the past few weeks I have seen it arched by these marvelous formations of color, as the sun was sinking into the West and pointing its rays at the clouds above the mountain. Again, the haze gathers and slowly obliterates the towering pile of granite, as though it were but a picture upon a slate, and it seems to be among the things missing. But presently the haze disappears, and there it is, as it has been through countless ages.

One of the theories which has been advanced to account for this immense mountain of stone, is that it was a wanderer through space—a great tramp of the ethereal deep—until it came within the influence of the earth, and was drawn down by the irresistible force of gravity. A fascinating idea, this, but one which no tangible evidence supports. However, if it is true, then the old earth received one of its severest jolts when the impact occurred, and the mountain buried itself deep into the crumbling crust of the earth.

As a matter of course, romance has woven its spell about the mountain. Before the coming of the white man it was a rendezvous and landmark for the Indian, and in the long ago first-

settlers used to repeat legendary tales of Indian maidens leaping from the sheer side of the great granite pile, falling mute and still at the base, tragic offerings for the favor of the great spirit. Here, too, sacrifices were made to the Sun God, and from here the warriors went forth upon their conquests.

The first State Fair held in this part of Georgia was at Stone Mountain in 1846, being the outcome of a discussion between John W. Graves and Mark A. Cooper, a Newton County planter and a Cass County manufacturer, who met on a train in 1844 while enroute to Greensboro, Ga., to attend a sale of slaves. The discussion related to methods of advertising to the world the advantages of the mountain section of Georgia, and the result was that these gentlemen called a meeting of prominent citizens to be held at Stone Mountain, where Mr. Graves owned the land upon which was an inn. This meeting was held on August 1, 1846, and was attended by sixty-one men who were representative of the progressive spirit of the State. They organized the Southern Central Agricultural Society and contributed one dollar each toward a fund for holding a fair. This movement led to a very modest exhibition the first year, but interest grew and the fair held the following year was quite a success—though still very small. By 1849, however, the enterprise gained large proportions for that period, and attracted immense crowds—due in part to the presence of Barnum's circus.

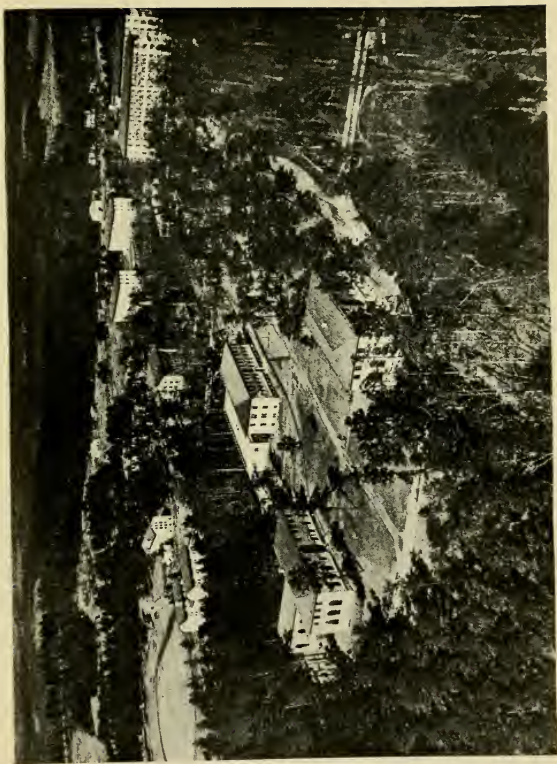
The tremendous success of this fair had the effect of raising a large and interesting question

mark in the new City of Atlanta. "Why shouldn't we have this fair?" those progressive citizens asked, and straightway they went after it. They captured it, too, and the exhibition of 1850 was held in this City.

To automobile owners—and from the number on the streets one might well imagine that this term includes practically the whole adult population—there is an abundance of recreational possibilities open upon the hills and in the valleys, which stretch far and wide. Splendidly paved highways extend in all directions from Atlanta and there are any number of interesting and picturesque places where one may go with friends and enjoy such delights as automobiling affords when at its best.

In addition to the parks, places of interest in Atlanta and its immediate vicinity, include the Federal Penitentiary, one of the largest and most noted prisons operated by the Government and one which has housed many distinguished individuals. A recent guest was Eugene V. Debs who, as these lines are written, is publishing a series of articles based upon his experiences within its walls. Another, who has been in the lime-light recently, was Charles W. Morse. Many others of more or less note have spent months or years here, and there are associations enough to make it a place of unfailing interest.

The Government also maintains a pretentious military establishment here, Fort McPherson, which is not to be confused with the short-lived establishments that sprang up during the World War. It is an old and permanent institution.



BIRD'S EYE VIEW OF EMORY UNIVERSITY

The Confederate Soldiers' Home is another point of interest, where one, while standing upon the very ground over which the contending forces fought long ago, may hear tales of that conflict from the lips of the men who were in it and of it.

Near this home is the "Bobby Burns Cottage," a replica of the home of the famous Scotch poet, where mementoes of an interesting nature repose and where visitors are welcomed.

The State Capitol of Georgia is well worth a visit. Here is a museum containing many things of interest, and here also are many paintings of Georgia's distinguished sons.

If one wishes to see the source of Atlanta's water supply, it is a run of only seven miles to the Chattahoochee River—historic stream the crossing of which by the forces of General Sherman sealed the doom of Atlanta, then the "Citidal of the Confederacy."

One of the familiar shrines of Atlanta is "The Wren's Nest," where the immortal "Uncle Remus" was born and where his creator, the gentle and kindly Joel Chandler Harris, wove the wonderfully fanciful stories that won for him a lasting place in the warm and loving heart of childhood.

Just the other day I read in The Saturday Evening Post an article by H. H. Kohlsaat, the famous newspaper publisher, in which he told of a visit made to Atlanta in 1895, on which occasion he went out to the home of Joel Chandler Harris in company with the author. When the two, the modest writer of children's tales, and the distinguish-

ed head of a great Chicago newspaper, reached the gate, Mr. Harris said:

“Mr. Kohlsaas, would you mind our going around to the kitchen gate? A little wren has built her nest in the gate post, so we boarded it up until the little birds are hatched.” Thereupon the distinguished visitor went around to the “kitchen gate;” going with a newer and higher appreciation of the fine heart qualities of the creator of “Uncle Remus.”

This incident of the wren’s nest gave to the home of Joel Chandler Harris the name by which it is known today, and it also served to illumine the impulses of the heart and mind out of which came so much that was beautiful and which served to draw to him the love and affection of multitudes.

The Wren’s Nest is a modest frame cottage, well back from the road, on Gordon Street, West End, and it stands today just as it stood in the life-time of the author. The home is carefully preserved by the Joel Chandler Harris Memorial Association, and the room in which the author evolved his beautiful creations, stands just as he left it when he laid his pen aside and passed serenely into the city not made with hands.

Joel Chandler Harris was a Georgian by birth and an Atlantan by selection. The place of his birth was Eatonton, a village in Putnam County, and the date was December 9, 1848. Until he was twelve years of age, his educational advantages were limited, but so great was his appreciation of literature and his thirst for knowledge, that he absorbed everything that came within his

grasp. At the age of six, the trend of his remarkable mind was demonstrated when, finding a copy of the Vicar of Wakefield, he devoured it eagerly, and from this tender age until the end came after the production of his own masterpieces, he never ceased to enjoy the intellectual fruits of the centuries.

Fate guided the boy Harris into an extraordinary channel at this age; leading him to become connected with a very remarkable newspaper called "The Countryman," which was then being published by a wealthy and cultured gentleman upon a nearby plantation—a remarkable enterprise designed altogether for the gratification of a highly developed literary taste and in no sense a mercenary enterprise. This extraordinary journal was published by a Colonel Turner, a man of wise discrimination in the choice of books, and he had a very fine library. Young Harris speedily won his way into the affectionate regard of his employer, and the lad took full advantage of the opportunity to become acquainted with the masters of literature.

After becoming somewhat versed in the methods of men of letters, young Harris bravely undertook to create some literature of his own. These creations he contributed to "The Countryman" under a fictitious name, but when the editor spoke in praise of the work, he made known the fact that he was the author, and thereafter he became a regular contributor to the paper, profiting by such suggestions, both as to reading and writing as were made by Colonel Turner.

This delightful and congenial relationship continued until the tide of civil conflict rolled into the South, when there came a somewhat sensational interruption. General Sherman, who had captured and finally destroyed Atlanta, began to push his way to the sea, and it so happened that the territory surrounding the village of Eatonton was in the direct path of the invading army. Colonel Turner left for more tranquil scenes, taking his family with him, but young Harris remained, being left in full charge of the splendid old mansion and all its valuable contents, as well as the wide plantation of which it was the center.

Shortly thereafter, General Slocum's corps swept across the place, the members helping themselves to such things as struck their fancy, but treating the youthful custodian with reasonable consideration. When the destructive tide had swept on, and Harris found his occupation as newspaper man gone with the passing of *The Countryman*, he began to look for another connection. Then began a period of wandering. He worked for a time in Macon, then in New Orleans, but was back in Georgia before a great while, working at Forsyth. Later he formed a connection with the *Savannah Morning News*, which at that time was under the editorial direction of W. T. Thompson, a man who had won considerable reputation as a humorous writer, "Major Jones' Courtship," being one of his productions.

Here Harris found the atmosphere congenial, and he remained in Savannah until 1876, forming there the acquaintance which culminated in his marriage. The newspaper connection which

was maintained until his death, and in the occupancy of which he won lasting fame, was established in 1907, when Mr. Harris became a member of the staff of the Atlanta Constitution. His opportunity to demonstrate what he could do in the way of writing entertaining fiction, came quickly. Sam W. Small, who for a number of years was associated with Rev. Sam Jones, the famous Georgia evangelist, retired from the Constitution shortly after Harris joined it, and with his retirement the Constitution lost what had been a popular feature, "Old Si," being a series of negro dialect sketches from the pen of Mr. Small.

Casting about for a feature to take the place of "Old Si," the editor of the Constitution bethought himself of the newcomer, Joel Chandler Harris, and made the suggestion that the latter try his hand at the production of something that would fit into the gap. Confronted with this opportunity—and challenge—Harris decided to prepare a series of articles based on the tales he had heard from the darkies upon the old Turner plantation, and with this decision was born "Uncle Remus."

It is seldom in the history of literary endeavor that a hit so instantaneous as that made by the "Uncle Remus" tales is recorded. The sketches met instant and widespread favor, and before the author realized that he had struck a popular chord, his works were attracting widespread attention both in this country and in Europe. Then began the production of his works in book form. "Nights With Uncle Remus" appeared in 1883,

to be quickly followed by "Mingo and Other Sketches in Black and White." "Free Joe and Other Sketches" came in 1887, and from then on until the day of his death, the literary productions of this remarkably talented writer were in great demand. He developed a large following in Europe as well as in America, and nearly all of his books were reprinted in England.

The visit of Mr. Kohlsaatz at the time he became the guest of Mr. Harris at Wren's Nest, recalls an interesting incident in the history of Atlanta, connected with a visit to the City by President William McKinley. When Mr. Kohlsaatz was in Atlanta Mr. McKinley, then an aspirant for President, was visiting at Thomasville, Ga., where his presence served to bring numerous Republicans of national reputation, including Mark Hanna, to confer upon the political situation. This visit also brought the President-to-be in contact with a number of leading Democrats of Georgia, and some warm personal attachments were formed. Then, when Mr. McKinley became President of the United States, there was a very general desire to have him visit this City, which he did in 1898.

A "Peace Jubilee" banquet, celebrating the close of the Spanish-American war in 1898, was made the vehicle for bringing the President to Atlanta, where he was shown the attentions due one of his high station. But nothing of an unusual nature characterized the event until the President appeared before the Legislature by special invitation, and there made his memorable statement concerning the duty of the United

States Government to take care of the graves of the Confederate dead. This remarkable, yet wholly sympathetic utterance, was totally unexpected by the great mass of listeners, and it was the occasion of a tremendous outburst of applause. As the significance of the remarks became more apparent, the demonstration developed into an ovation that became an uproar, and so deeply were many veterans of the Confederacy moved that tears coursed down their faces.

CHAPTER XIII.

ELEMENTS OF GREATNESS

IN seeking what might be termed an air-plane view of Atlanta as it is today, one of the ways to get quick results is to visit the Chamber of Commerce, where a great store of condensed information is on file, and where there is a characteristic eagerness to convey this information to the visitor. Here, by rapid fire methods, one learns:

That Atlanta is the financial center and distributing point of the Southeast; that it is the leading city of the South in building construction; that it is the convention city of the South, and that it leads the automobile industry in the Southern states.

One is also reminded that Atlanta is the one city in the South which supports an annual season of the Metropolitan Grand Opera, and that it is the Southeastern center for most of the government's activities; that it is the film distributing headquarters for the Southeast; is headquarters of the Southern Division of the Red Cross; is Southeastern headquarters for railroads, telegraph and telephone companies, insurance underwriters, United States Public Health Service, Federal Board for Vocational Education, Fourth Corps Area of United States Army, "and scores of other organizations."

The Georgia mules is famed throughout the world, both for its ability to kick high and hard,

and to do a real job, whether in front of a truck or plow, and one learns here that Atlanta is the second largest mule market in the country.

This word "largest" becomes familiar as the assets of Atlanta are enumerated. It is the largest manufacturer of syrups for making "soft" drinks to be found in the world. This is covering considerable territory, but the facts sustain the claim. Atlanta entered the soft drink industry when that industry was the merest infant, and, taking the leadership then, it has held it ever since, in spite of the fact that it is well within what used to be the mint-julep circuit.

Advertising, that modern art, also plays a conspicuous part in the life of Atlanta, and one seeing the great amount of national advertising flowing from this City, is quite prepared for the statement that it is the largest advertising center south of Philadelphia. More than \$8,000,000 a year is expended through Atlanta agencies for newspaper, magazine and other advertising space, much of this going to exploit Atlanta products.

Other claims made for Atlanta, all based upon facts that have been carefully compiled by the Chamber of Commerce, are set forth as follows:

The largest manufacturing and distributing center for plows, farm tools and agricultural implements in the South.

The South's manufacturer of ornamental terra cotta.

The center of the photo-engraving industry of the South.

The largest manufacturer of market and packing house coolers in the South.

One of the largest manufacturers of furniture in the South.

The largest manufacturer of mattresses in the South.

One of the largest manufacturers and distributors of high grade lumber and lumber products in the South.

The recognized dental center of the South.

Southeastern headquarters for window and plate glass.

The largest manufacturer of high grade candies in the South.

Headquarters of the largest ice manufacturing concern in the world.

The largest distributor of office furniture and commercial stationery in the Southeast.

When these facts have been recited, the informant is not half through, and he continues:

Atlanta has a large municipally-owned charity hospital.

The model orthopedic hospital of the world for crippled children.

The oldest and largest manufactory of disinfectants and is the largest distributing point of disinfectants in the South.

The trade of ninety thousand Southeastern merchants.

Twenty banks and trust companies.

Five hundred factories turning out more than 1,000 different articles.

An industrial pay-roll of \$35,000,000 annually.

The best hotels in the South—44 of them, with more than 3,000 rooms.

Four hundred and twenty-five miles of water mains—tapped 32,900 times.

Eighteen public parks and playgrounds, valued at \$1,853,625.

One hundred and sixteen educational institutions.

An auditorium with a seating capacity of 8,000.

The largest ostrich farm east of the Rocky Mountains.

A good aeroplane landing field.

A completely motorized fire department, with fifteen stations and 212 picked men.

More miles of street railway per thousand population than any other city in the country except Salt Lake City.

The largest commercial printing plants in the South and has more publications than any other southern city.

The only factory in the South making a full line of school and college stationery, envelopes, tablets and box stationery.

The largest overhauled locomotive business in the South and the largest rebuilt car and locomotive plants in the country, with pay-rolls aggregating half a million dollars annually.

A large spring vehicle plant.

The largest Southern plant for the manufacture of all kinds of industrial brushes.

Headquarters and a large factory of the largest manufacturer of corrugated culverts in the South, and one of the five largest in the entire country.

The pioneer packing plant of the South.

The largest shoe manufacturer south of Virginia.

The largest mail order seed house in the country.

The largest secret order paraphernalia house in the South.

More overall factories than any city in the South.

Several good paint factories, and in addition to all these things, one is reminded:

The value of Atlanta's manufactures is upward of \$180,000,000 each year.

That the Southeastern Fair, one of the largest and best agricultural and live stock exhibits in the country, was founded by the Chamber of Commerce and is held annually at its permanent home, Lakewood Park, in Atlanta.

That the first casket factory in the South was built in Atlanta, and Atlanta makes more burial goods than any other southern city.

That Atlanta leads in machinery for sharpening safety razor blades.

That Atlanta leads in the manufacture of ladies' and children's hats.

That Atlanta leads in the manufacture of paper boxes, including corrugated shipping cases, and that—

Atlanta's foundries and machine shops are surpassed by none.

In the vast Southeast territory, Atlanta stands preeminent as a distributing center, its advantages from this standpoint having served to attract some five hundred sales agencies, representing Northern and Eastern manufacturers and jobbers. Many of these carry large stocks in local warehouses, and the demand for office space

which they create is made manifest by the number and magnitude of Atlanta's "sky-scrapers."

Sherman likened Atlanta to an open hand, the palm representing the city and the fingers the five routes by which the city is connected with the Atlantic and the Gulf, and the tips the five port cities of Charleston, Savannah, Jacksonville, Mobile and New Orleans. Any one of these cities may be reached over-night, and the same is true of Memphis, Louisville, Cincinnati, and many other important points.

Because of its geographical location, in the heart of a zone comprising one-half of the cotton producing area, and containing one-seventh of the population of the United States, Atlanta was chosen for the location of the Southeastern Regional Bank, and is the financial center of this vast territory.

Atlanta's growth as a commercial and financial center has been so pronounced that it has served in a measure to overshadow its expansion along industrial lines, though its growth in this field of activity has been large and continuous. Its factories give employment to over twenty-five thousand workers, whose yearly wage exceeds \$35,000,000.

The same influences that have made Atlanta great commercially and industrially and have given it its pre-eminence as a financial center, have served to make it a great live stock center—the largest in the South—with an annual business in excess of eighteen million dollars.

It is in the appearance of its retail stores that Atlanta best deserves the title sometimes con-

ferred upon it as "The New York of the South," for there is a smartness about the big stores in the shopping district that is quite distinctive. The window displays are particularly striking. No where do I recall having seen displays more uniformly beautiful or better designed to catch and hold the eyes of the pedestrians. These window displays, striking in their number, are true indications of conditions in the stores proper. Goods are arranged in the most alluring fashion, and it is little wonder that Atlanta's fame as a shopping center is widespread or that many thousands of women, as well as men, residing in the surrounding territory flock to this City to gratify their desire for smart apparel, as well as for many other things.

Visitors are multiplied annually by the week of grand opera, and almost daily by reason of conventions of one kind or another, and for the entertainment of these visitors, there are numerous amusements, not the least of which is a picture theatre, said to be the most beautiful in the country, and really a very unusual house of entertainment. This theatre, The Howard, was erected at a cost said to approximate one million dollars, and it is delightfully arranged. The decorations are elaborate and in good taste, and the lighting effects are exceptionally beautiful. It is a distinct asset to Atlanta.

Other theatres include The Atlanta, where the best in spoken drama is presented; The Lyric and the Grand, vaudeville houses; the Forsyth, where stock productions appear, and numerous picture houses, another very attractive place be-

ing the Metropolitan. There are thirteen in all.

Forty-odd hotels serve to care for the visitors, and a number are pretentious and well-appointed. The large, down-town hotels are the Ansley, the Winecoff, the Piedmont, the Aragon, the Kimball, the Cecil, and the Pickwick, while the Georgian Terrace, a large and fashionable structure, is located some blocks from the heart of the city. Others include the Adair, the Childs, the Coolidge, the Exchange, the Hampton, the Empire, the Oliver, the Park, the Imperial, the Marion, the Martinique, the Northern, the Peachtree Inn, the Postal, the Princeton, the Scoville, the Southern, the New Terminal and the Wilmot.

The presence of so many hotels, however, is no guarantee that one will be able to find accommodations upon reaching the city, and it is always wise to make reservations. Many conventions mean many delegates, and hotels are crowded most of the time. It is a good place for one whose hobby is the collection of badges, for here they are seen in infinite variety; big badges, little badges, gaudy badges that cry aloud the mission of the wearer, and modest badges that serve only to inform that here is another delegate. Noting these things one can but be impressed with the fact that President Paxon and Secretary Houser of the Atlanta Convention Bureau, are busy individuals, and that when they start after a meeting, that meeting is very likely to be held in Atlanta. An average of one convention a day might well be termed a regular Ty Cobb record.

One may easily obtain many statistics in Atlanta, the boosters fairly oozing figures. For in-

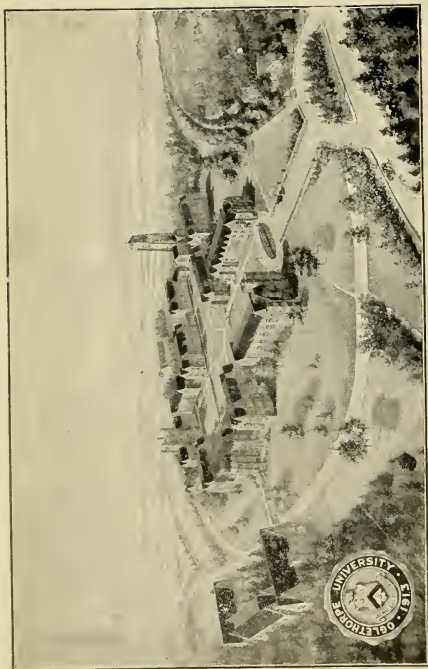
stance, the statement is made that there is space sufficient in the halls of the city to care for 30,000 delegates at one sitting. The Auditorium, with a seating capacity of 8,000, heads the list of convention halls, and following in the train are dozens where gatherings may be held. All the big hotels have such meeting places, and all over the city are other halls that are available.

Another interesting bit of information that one obtains from the statisticians is that Atlanta has forty-nine office buildings, operating a hundred and thirty-one elevators, and that these elevators carry 532,000 passengers a day, traveling meanwhile a total distance of 783 miles.

While quoting statistics, I would like to make some observations about the State of Georgia, which contributes so much to the greatness of Atlanta, but one is appalled when he faces the task of trying to convey an adequate conception of the commonwealth in a few words, especially when he is confronted with a statement like this, culled from a handsome book of 275 pages, published by the Georgia Chamber of Commerce:

“The difficulties involved in an attempt to present within the compass of this book the agricultural potentialities of Georgia would be appreciated by any one who tried to place the Atlantic Ocean in a barrel with the aid of a teacup.”

Georgia furnishes a theme that has inspired poets to sing their warmest praises; its lure has drawn bold and adventurous spirits from all parts of the world, and its boundless resources have formed the basis of fortunes such as poets



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never dreamed of nor mere dreamers quite attained.

Frank L. Stanton, native poet, strums his lute in this fashion when Georgia is the theme:

Queen of the richest Promised Land,
 Here's Georgia!
 Ringed and wreathed with a golden band,
 Here's Georgia!
 With a winnin' smile for her lovers true,
 Bright as light in her skies of blue,
 She's tellin' the country "Howdy-do,"
 Here's Georgia!

Her tables creak with the plenty spread
 By Georgia;
 With Peace herself for to bless the bread
 For Georgia;
 The welcome word is the word we know:
 God's own land, where the good things grow;
 The Horn o' Plenty's the horn we blow
 In Georgia!

That bold and adventurous spirit, Sir Richard Montgomery, who more than two centuries ago dreamed of establishing his Margravate of Azilla in Georgia, (a part of this territory having been granted him by the Lord Proprietors of the Carolinas) described the land as "a most delightful country," a place "where the flowers bloomed earlier, the birds sang sweeter, the water was colder and purer, the air was always balmy, and winter was not known."

Mark Twain, that prince among prose poets, and sometimes humorist, went into ecstasies when

he visited Georgia, pouring out the profound emotions of his heart in the following tribute to a great Georgia product:

The true Georgia watermelon is above, apart and not to be mentioned with the common things of earth. It is one of the world's chief luxuries, being, by the grace of God, over all the fruits of the earth. When one has tasted it he knows what angels eat. It certainly was not a Georgia watermelon that Eve partook; We know it because she repented."

Georgian's claim that one of the best descriptions of Georgia that has ever been penned, was produced by Dionysius, a distinguished citizen of Rome, who, writing many centuries ago, said:

"I look upon that country as the best which stands least in need of foreign commodities. Now I am persuaded that Italy (substitute Georgia) enjoys this universal fertility beyond all countries in the world. For it contains a good deal of arable land, without wanting pastures and forests, and abounds, I may say, in delights and advantages. Unparalleled are their plains... which yield three crops a year, bringing to perfection the winter, summer and autumnal grain ...there are pastures for sheep, goats, horses and neat cattle; there are marsh grasses wet with dew, and the meadow grasses of the hills are grown in untilled places. I can not help admiring the forests full of all kinds of trees, which supply timber for ships and houses. All these materials are ready at hand, for the coast is near, and there are many rivers that water the land

and make easy the exchange of everything the country produces.

“Hot water springs, also, have been discovered in many places, affording pleasant baths and cures for chronic sickness. There are mines of various sorts, plenty of beasts for hunting, and a variety of sea-fish, besides other things innumerable, some useful and others worthy of admiration. But the most advantageous of all is the happy temper of the air at all seasons. So that neither the formation of the fruits nor the constitutions of the animals is in the least injured by the excessive heat or cold.”

Had this ancient Roman made a tour of Georgia before penning these lines, he could not have written a more accurate description of its advantages, and Georgians believe that he had a vision of this commonwealth in mind when the glowing words were set down.

Mark Twain paid eloquent tribute to the Georgia melon, but what pen can do justice to the Georgia peach! What poet is worthy to pay tribute to a fruit like this; a fruit whose delicate tints could be applied only by the grand old masters in the studio of Nature, and whose flavor represents the highest achievement of those who brew ambrosial concoctions in the same great workshop. It, too, has been the theme of poets, but it is doubtful if any bard has done it justice. (For the information of those who acquire most of their education from the sport page, it might be observed that the Georgia peach here referred to grows on trees.)

Poets and dreamers have not been the only ones to sing the praises of Georgia. Not by any means. The hard-headed business man comes and sees and then goes to work with pencil and pad to prove to the world that here is the fairest and richest spot on the face of the globe. He will tell you that there is enough cypruss in Georgia to cover every house in New York City, and that if this were done, there would be enough left to manufacture a million barrells of 55 gallons capacity each. Then, if egged on, he might tell you that Georgia produces enough of something to fill the barrels, too, but he is busy at the moment with the possibilities of the cypruss, and he will add that a cord and a half of this wood is capable of producing a ton of Kraft paper worth \$70. What he means is that the paper making industry in Georgia affords abundant opportunities for profit, and in this he is eminently correct.

Other timbers abound, hickory, pine and the like, forming the basis of many flourishing enterprises. Georgia made chairs go to all parts of the country, as do vehicles, etc., and Georgia naval stores are found everywhere that such things are in demand. "On one acre of Georgia soil," we are told in this connection, "enough black walnut can be grown to manufacture more than a hundred pianos." To remove any doubt about where these pianos and other products might be disposed of, the informant goes on to say "Georgia occupies a stragetic position as regards the world's markets, commanding the West Indies and Central and South America, toward which

American trade is growing with special rapidity."

The extent and variety of farm products grown in Georgia is truly amazing, and when one observes the comparative ease with which these crops are produced, and the year-around conditions under which the farmer labors, it is to experience a feeling of astonishment that men who till the soil will spend their time and energies in far less favored sections. Georgia has an abundance of room for farmers, and here they will find a wonderfully productive soil and climatic conditions which make for long life and happiness.

Reference has been made to the watermelon and the peach, but it would be a greivous error to assume that these delicious products run the gaumet of Georgia's productivity in the matter of fruits. Georgia apples took first prize at the International Shippers' convention at Niagra Falls in 1916, and finer fruit is grown no where. Many other fruits are produced, and berries grow in infinite variety. The same is true of vegetables—a circumstance which has much to do with the lure of the bill of fare laid before one in Atlanta.

Dairy farming, cattle raising, swine production, stock growing; all these represent flourishing enterprises, as well as inviting fields for intelligent endeavor.

The farm products of Georgia run to the snug sum of something like three hundred and twenty-five million dollars a year, which, taken in connection with the products of factories, mills, mines and quarries, helps to explain in part the

wonderful growth of Atlanta, Georgia's chief center of population.

The Atlanta Motor Club is an organization of business men who have set themselves to the task of creating the largest and most active motoring organization in Dixie, and the end is virtually assured because Atlantans refuse to recognize defeat in anything they undertake. The club now boasts of having the best equipped touring bureau in the South, where exact information may be obtained concerning road conditions within an approximate radius of 600 miles. A free towing and tire service is maintained for members and also a free legal department, together with many other beneficial agencies.

There is always a buzz of activity around the headquarters at the Ansley Hotel, denoting a spirit of enthusiasm and real accomplishments.

The organization is now planning the establishment of the largest and most modern Tourist Camp in the South, and in this movement it is receiving the co-operation of the City Government, the Southeastern Fair Association, the Civic Clubs, merchants and individuals generally. Strong support is being given the good roads movement, the organization working in co-operation with the Georgia State Automobile Association and the Georgia Good Roads Association.

CHAPTER XIV.

SPIRITUAL AND CIVIC FORCES

IN this City the ratio of churches to people is about 1 to 800—figures which sustain fully Atlanta's claim to being a city of churches.

Looking over the City from the tenth-story window by which I work I can see, in the narrow segment that comes within the range of vision, a total of fourteen church spires. In the same territory I glimpse a total of thirteen industrial stacks. These are suggestive figures, though one might assume that there is little relationship between church spires and smoke stacks. Yet there is something in such a ratio that is worth thinking about.

Smoke-stacks signify a form of activity inseparably associated with the material progress of a semi-industrial community. Church spires bear witness to the presence of spiritual forces without which no community, however great its material resources, may hope to become the dwelling place of a happy and contented people.

Therefore, it is a great thing for a city when the Church keeps step with Commerce, with Industry and all the other forces which make for material progress. Such uniformity of development means that grace accompanies gain—a condition which means adequate consideration for all the diverse needs of a cosmopolitan center.

This wholesome balance between the material and the spiritual carries its own message to the observant, showing that here is a heart with ten-

drils as well as a purse with strings; a soul with vision, as well as a corporal being with the strength to achieve.

Where harmony of this kind exists, one does not need to inquire, he knows that provision is made for the aged and the infirm; that here succor is found for the widow and the orphan; that all down the tragic, and sometimes sordid scale of human suffering, may be found agencies whose mission it is to minister.

More than all else, it means a wholesome moral atmosphere; an atmosphere in which is a daily and hourly challenge to the best that is in the bounding heart of youth and the richest that is in the soul of the mature.

So, it is an enviable distinction for any community to be known as a "City of Churches," and still better when conditions justify a title so suggestive.

Somewhere in this narrative attention has been called to the fact that following the exile of the people of Atlanta, the burning of their city and the final retirement of the Federal forces, there was an immediate influx of former residents, and that the churches were among the first agencies to apply themselves to the task of rehabilitation.

General Sherman finished his works of destruction and left a wrecked and smoking city behind him on November 16, 1864. On December 25 services were resumed by the congregation of the First Baptist Church. In quick succession other congregations took up their labors—Methodists, Presbyterians, Episcopaleans and others, and before this first winter of Atlanta's desolation was

well over, the church had become a mighty factor in the work of reconstruction.

These early churches received their baptism of fire. During the years of the war they faced and shouldered bravely the appalling burdens imposed by that tragic period. In works of mercy and of charity they were tireless and wrought miracles of a divine character in providing for those suffering from hunger and heartache and sickness of soul. Atlanta, during all that period in which suffering was the only certainty, displayed a measure of faith and a degree of piety that was eloquent of the presence of great spiritual forces. And when the tragic recess came, in which Atlantans were forced to leave their homes and firesides, these forces survived; waiting merely the lifting of the ban to leap again to the task of wholesome accomplishment; as the electric light, shut off for a moment, blazes forth when the switch is turned.

Schooled in a furnace of this kind, it is not remarkable that the churches of Atlanta should have accomplished large things in these post-war days. The remarkable thing is that this heroic spirit has lived; has survived the passing of one great figure after another, with no diminution of zeal and no contraction of vision. As a result, Atlanta's churches are famed for their qualities of leadership and for the liberality of the support given all the great national and international agencies fostered by the several denominations. In Synod, in Conference, in Convention, all over the South, one hears the remark, "See what At-

lanta has done," and thus the challenge goes out, inspiring others to more earnest endeavor.

Concrete evidence of the great value of a church of this character to a city is found in the growth of Atlanta as an educational center. Those who have in their keeping the destiny of schools and colleges and universities have discovered here an atmosphere that harmonizes with their ideals of that by which such institutions should be surrounded, and as a consequence Atlanta has attracted and held a large number of these distinctly worth-while enterprises.

In the number of churches, the Baptist lead, with a total of 100. Of this number there are 43 for white and 57 for colored people. Among the latter there are two Antioch's, two Beulah's, two Friendship's and one Little Friendship, two Mt. Gilead's, two Mt. Pleasant's, two Providences and one Sweet Home.

The Methodists run the Baptists close in the number of churches, having a total of 35 white and 32 colored. The Presbyterians are third, with 22 white and 2 colored. Next come the Episcopalians with 12 white and 1 colored. Then the Christians with 10 white and no colored churches, after which the order is as follows:

Congregationalists, 4 white and 2 colored; Jewish, 5; Roman Catholic, 3 white and 1 colored; Pentacostal 2; Lutheran's 2; Christian Scientists 2; Seventh Day Adventists 1; Free Methodists 1; Greek 1; Latter Day Saints 1; Unitarian 1. Then there are five which rank as "undenominational."

Many beautiful charities are fostered by the churches and through these agencies the warm heart and the generous hand of a gracious people are made known to those in need of sympathy and assistance. This same spirit is made manifest through numerous other organizations.

Those who fancy that the age of miracles ended when the immediate followers of the Divine Healer ceased from their labors centuries ago, will experience a glad awakening if they will but visit the Scottish Rite Hospital for Crippled Children in the City of Atlanta. Not only so, but their hearts will be made to swell with abounding gladness because of the work being done in this institution.

In this place of amazing transformations, such miracles of healing are performed as almost to pass belief, and it is not surprising that its fame has spread to all parts of the country, just as the news of the gracious works of the divine Galilean was carried into far places. Neither is it surprising that institutions of a similar character are being established in many parts of the country, all growing out of the splendid work that has been and is being done here.

There is something in the condition of the crippled and misformed child that plumbs the depth of human sympathy as few other things can, and when it became known, that of the more than four hundred thousand crippled children in the United States, under fourteen years of age, over four thousand were living their unhappy existence in the State of Georgia, it was most natural that a great body of men such as compose

the Scottish Rite Masons of Atlanta should have been stirred into activity. They met the challenge promptly, and on September 1, 1915, laid the foundation of the present splendid institution by opening two small cottages which had been converted for hospital uses.

The results achieved from this small beginning, and the magnitude of the demands which arose once the fact became known that here the poor, misformed, unhappy child could be made whole and happy, necessitated immediate enlargement, and the program was steadily expanded until the new building of today became a fact in 1919.

The hospital, which is beautifully situated upon a five-acre plot near Atlanta, has sixty beds, and is equipped with every conceivable agency for meeting the complex problems presented by malformations in children. The presiding genius is Dr. Michael Hoke, a surgeon of international fame, and assisting him is a corps of eminent specialists in the diseases of children.

For admission into this remarkable institution, there is one fundamental rule—the patient must not be able to pay. There is no smoke about this flaming charity. Not a cent is exacted from any patient under any circumstances, which may account in a measure for the richness with which its labors have been crowned. Outside of being in need and unable to pay, the only other requirement for admission is that the patient be of normal mentality and that the case offers some possibility for improvement. Things set down as non-essential are religious creed, fraternal affiliations, social standing and financial connections.

The work of this hospital was graphically and eloquently described by the late J. C. Greenfield, a distinguished Mason, who had watched its labors with the most intense interest. He said:

"Come with me to the Scottish Rite Hospital for Crippled Children and I will show you many mysteries. One of these mysteries is also a resurrection. A resurrection from a living death to a life of joy and usefulness; from years of helplessness and possible pauperism to the certainty of health and self-sustaining citizenship.

"I will show you the mystery of a horribly misshapen pair of feet changing under the deft hand of a skilled surgeon to a set of normal extremities, and a pitiful, hobbling child converted to a romping, racing youngster fairly exuding the joy of living.

"I will show you the mystery of a distorted back, emerging gradually but surely from misshape to true shape; from crookedness to straightness; from a curve to a line.

"I will show you the mystery of a human being; the home of the immortal soul; supposed to be created in the image of God Himself, coming to the hospital walking like a quadruped, and a few months later standing upright, looking his fellows in the face and out of the fullness of a grateful heart saying, 'This is the first time I ever stood erect.'

"I will show you a mystery of a child that never walked at all. Stricken shortly after birth with that dreadful disease, infantile paralysis, it came to us apparently a hopeless case, and yet, after treatment, that same child left the hospital hand

in hand with its mother, the only indication of her trouble being a slightly perceptible limp which will disappear with growth and the approach of maturity."

In support of this brief but lucid summary of the work being done at this hospital, is submitted numerous photographs of children, showing how those who had never walked save on all-fours were put upon their feet; how those whose limbs were twisted into almost impossible shapes, had been transformed into normal looking beings. Not the least remarkable feature about these photographs is the changes wrought in the facial expression of the little folks. Coming with twisted and deformed bodies, they had worn upon their faces the evidence of their affliction. Then came the changes in the little bodies, and smiles upon the lips!

No sooner had the value of this wonderful work been demonstrated by the Scottish Rite Masons of Atlanta, than it attracted the attention of that great Masonic brotherhood known as the Shrine. Forrest Adair, who had been one of the most stalwart champions and strongest supporters of the Atlanta Hospital, carried the glowing message to the national body, and this led to investigation. Investigation convinced the members of the Shrine that charitable impulses could be directed into no finer channel, and then was born a movement to establish similar institutions in various parts of the country. Once launched, the movement gained instant momentum and as these words are written plans have already been completed for a number of these hospitals, and other

plans are being brought to maturity. Thus the tremendous benefits of a small institution launched in Atlanta a few years ago to meet a great need in a small way, is developing into a great national enterprise, and in a little while something definite and positive will be done in many quarters to meet the distressing problem presented by tens of thousands of little folks who had been without hope.

The governing board of the pioneer institution in Atlanta consists of Thomas K. Glenn, president; Forrest Adair, vice-president; E. P. King, Treasurer; Mrs. C. W. Wardlaw, secretary; David Marx, Henry C. Heinz, Mrs. R. W. Davis and Mrs. Dowdell Brown.

It is proper to say, before closing this brief summary of a great work, that when the Scottish Rite Body of Atlanta was struggling with the apparently overwhelming problem of providing adequate facilities for meeting the tremendous demands made upon the early institution, one devoted member, Albert Steiner, helped materially in the solution of the difficulty by giving a contribution of \$25,000. The Scottish Rite Body put up \$40,000 and other sums were raised in various ways, the result being the splendid plant that was erected at a cost of about \$160,000.

The members of the Kiwanis Club, which is one of the liveliest of Atlanta's civic organizations, have voluntarily shouldered a responsibility that is to them as delightful as it is weighty, which is saying a good deal, for they have adopted as their own the Home of the Friendless. This is one of the most beautiful among the charities of

the City, and the boundless enthusiasm which is a characteristic of the Kiwanian, surely could not find a more useful outlet.

This unusual and highly praiseworthy action, of the Atlanta Kiwanis Club in adopting a home for friendless children, was the result, not of premeditation, but of spontaneous response to an obvious need. The club members had been invited to visit the Home for Friendless Children and to have their regular weekly luncheon there. They went, they saw, and were conquered.

The home at that time was endeavoring to meet a very great need with resources that were pitifully small, and when the Kiwanians visioned the magnificent work that was being attempted and sensed the magnitude of its importance, they took up a subscription on the spot and raised the sum of ten thousand dollars.

Having placed its shoulders to the wheel, the Kiwanians then decided to make a thorough job of it, and their next step was to completely transform the building in which the children were being housed—and it was a wonderful transformation, wrought in a wonderful way. The architects, the builders, the plumbers, the steam fitters, and all the others who had to do with modernizing the structure, were members of the Kiwanis Club, and the only profit they asked was the pleasure derived from being of service. Not a contractor but gave freely of his services. Nor did this fine burst of enthusiasm end here. Other Kiwanians came forward with equipment such as was needed, and when the work was done those friendless little folks were quick to realize that they had



Courtesy of G. L. Miller & Co.
 ANOTHER GROUP OF BUILDINGS FINANCED BY AN
 ATLANTA INSTITUTION

found some friends indeed. Their abode had been turned into a delightful home, suited in every way for the care of its inmates and for the promotion of their happiness.

Having provided these home comforts for the little folks, the Kiwanians then began to do various and sundry things for their pleasure, providing theater parties, automobile excursions and the like at frequent intervals and doing numerous other things to add to the joy of these bright-eyed wards. A great work these Kiwanians are doing and they are doing it with a fine high spirit.

Clubs exist in Atlanta in infinite variety—business, recreational, social, fraternal, civic, religious, professional, the number being swelled materially by the numerous Greek letter societies connected with the educational institutions. Among these alone one finds some two dozen organizations—Alpha Kappa Kappa, Alpha Tau Omega, Chi Phi, Delta Tau Delta, Kappa Psi, Phi Alpha Sigma, Phi Delta Theta, Pi Kappa Alpha, Pi Kappa Sigma, Sigma Alpha Epsilon, Alpha Kappa Psi, Beta Theta Pi, Delta Sigma Phi, Kappa Alpha, Kappa Sigma, Phi Chi, Phi Epsilon Psi, Pi Kappa Phi, Psi Omega, Sigma Nu, Tau Epsilon Phi, etc.

Many of these fraternities have homes of their own, and their members are surrounded by comforts which help to lighten the tedium of bookish toil and, incidentally, to add to the joys of college life.

In civic circles, the club representative of all clubs is "The Presidents Club" of Atlanta. This organization, one of the most useful in the city,

was formed in June, 1915, growing out of a constructive policy adopted by Mell R. Wilkinson, then president of the Chamber of Commerce. It was the custom of Mr. Wilkinson to call together the presidents of various civic organizations to discuss with him such problems as arose from time to time, and the beneficial results were such that a permanent organization of presidents was suggested by Earl H. Cone. Thereupon a meeting of the heads of a dozen or more organizations was held and, upon the purposes of the movement being outlined by F. J. Paxon, a permanent organization was formed. In recognition of his distinguished service to the community, Mell R. Wilkinson was elected president for life. At this writing, F. J. Paxon is vice-president and W. O. Foote, secretary.

The growth of the Presidents Club was rapid, the practical value of some medium through which all organizations could be reached promptly being recognized at once. Monthly meetings are held at which subjects of vital concern to the community are discussed. At this writing one of the activities of the organization concerns the enlarged use of Georgia products. It gives attention to all matters concerning the progress of Atlanta and through it other organizations are reached promptly and effectively.

Atlanta has a large, active and progressive Chamber of Commerce. Thoroughly organized for service, it is exercising a wide influence in the development of the community. The organization has attractive and well appointed quarters in the heart of the City. It issues a large amount of

carefully prepared literature setting forth the advantages of Atlanta, and publishes a monthly magazine in which all worthy civic movements are fostered and which bristles with the progressive spirit of the community. A recent noteworthy achievement was the publication of a carefully prepared survey showing the resources of the Atlanta Industrial District and pointing out what lines of industry could be located here to the greatest advantage.

The president of the Chamber of Commerce is W. O. Foote, an energetic business man and a pioneer citizen who knows, and appreciates, the advantages of this city and who has the happy faculty of communicating to others his own enthusiasm for the community. The secretary is B. S. Barker, the assistant secretary is J. E. Adicks, and the editor of the magazine, "The City Builder," is Guy Guthridge. A trio of live and intelligent civic workers, they are rendering an important service in keeping Atlanta before the world. A Business Woman's Division is maintained, being operated under the direction of Miss Mabel Kendrick. This division functions admirably in linking up the activities of the women with the great central organization.

Housed in the same building with the older organization, is the Junior Chamber of Commerce, a virile organization of young men, linked together for the common good. It is independent of the primary organization, but thoroughly co-operative, and, having a very large membership, is able to accomplish much of a constructive nature. The president is Eugene Oberdorfer and

the secretary R. L. Troy, young men who put a vast amount of enthusiasm and intelligence into their work.

One of the greatest agencies for the upbuilding of the city is the Atlanta Convention Bureau, F. J. Paxon, president, and Fred Houser secretary. As a result of its ceaseless activities, Atlanta has become preeminent as a convention city, as has been pointed out elsewhere in this work. Nothing less than a convention every day in the year satisfies this organization and it is instrumental in bringing tens of thousands of visitors to the city every year. The advertising value to the city of having many thousands of observant citizens from all parts of the country, entertained here, is enormous and it is one of the factors in the widespread fame enjoyed by Atlanta. The secretary of the Atlanta Convention Bureau, Fred Houser, a sort of human seismograph, having the ability to detect the first, far-off motions that pretend a convention of some sort, and the energy to be promptly on the ground with an invitation to hold said convention in Atlanta, together with a hundred reasons why it should be held here.

Still another agency that is carrying the fame of Atlanta afar, and is performing a highly useful service in extending the borders of commerce, is the Foreign Trade Club, whose field is the world, and whose prime object is the increasing use of Atlanta products in far-off places. Operating in connection with the Chamber of Commerce, and under government supervision, it obtains and keeps on file much useful information relative to the needs of merchants, manufacturers

and consumers in foreign countries, and trade opportunities are brought constantly to the attention of local manufacturers and exporters.

The Atlanta Hotel Men's Association is a co-operative organization, assisting both the Chamber of Commerce and the Convention Bureau in popularizing Atlanta among visitors. It also fosters movements which make for the progress of the city and state, such as the production of things needful for the table, its classification, packing, etc. Meanwhile, it labors to maintain a high standard of efficiency among Atlanta hotels. The president is W. C. Royer; the secretary, Fred Houser.

Merchants and Manufacturers of Atlanta are organized under the name of the "Atlanta Merchants' and Manufacturers Association," with James J. Ragan as president and Harry T. Moore, secretary. It fosters the interests of those who make and market goods in this city, and is a strong and influential organization. The retail merchants also are organized along similar lines, under the leadership of Samuel Rothberg, president, with C. V. Hohenstein as secretary. The food dealers also have their association, the president being J. H. Bulloch and the secretary R. V. Bergen. The Wholesale Grocers are organized with K. K. Kelly as president and H. Y. McCord, Jr., secretary. Then there is the Wholesale Brokers Association, with H. S. Prater as president and J. H. Andrews secretary.

Nationally known organizations of a civic nature are well represented. The Rotary Club, with Thomas C. Law as president and D. W. Ormsbee

secretary, is a virile civic factor. Spirited meetings are held weekly and a wide variety of topics are discussed, practically all having to do with community progress.

The Kiwanis Club is another organization with a large membership and a definite program of community accomplishment. The president is J. S. Kennedy; secretary, Frank T. Reynolds; recording secretary, Mrs. Margaret MacCrary. As related elsewhere, this organization is doing a great work in fostering the Home for the Friendless.

The Civitans, whose remarkable development into a great international organization within the space of a few years, has attracted widespread attention, is well represented in this city. The president of the local club is Julian V. Boehm, the secretary C. I. Harris. As its name indicates, this organization is active in support of civic movements, and it is a virile factor in the community. The Lions form another live and influential organization.

The Business and Professional Women's Club is an organization of progressive spirits which is doing a splendid work in promoting the interests of women who are engaged in business or are following any of the numerous professions which today are claiming their attention. The president is Miss Hortense Marion; recording secretary, Miss Nell Hollingsworth; corresponding secretary, Miss Elizabeth Dunnican.

Real estate interests are fostered by the Atlanta Real Estate Board, G. Ward Wright, president; D. S. McArthur, secretary. This is a large

and representative organization with high standards, and with rules and regulations based upon years of experience. It has done a great work in the promotion of sane investments. The fact that Atlanta real estate has been free from violent fluctuations and "boom" influences, is largely due to the sanity and conservatism of the Real Estate Board.

Advertising, as has been pointed out, is one of the great activities in this city, and the men who spend the millions that are spent annually in this channel are associated in the Advertising Club of Atlanta. Weston Harvey is president, A. C. Carroll, secretary.

Technical men are represented in the Affiliated Technical Societies of Atlanta; T. P. Branch, president; E. F. Scott, secretary; the American Association of Engineers, Atlanta Chapter, W. C. Spiker, president, J. R. Bracewell, secretary; the American Chemical Society, Georgia Section, C. A. Butt, president, L. B. Lockhart, secretary; American Institute of Architects, Georgia Chapter, P. Thornton Marye, president, L. B. Lockhart, secretary; American Institute of Electrical Engineers, Atlanta Section, J. P. Mallett, chairman, J. W. Pye, secretary; American Society of Civil Engineers, Atlanta Section, F. H. McDonald, president, W. C. Spiker, secretary; American Society of Mechanical Engineers, Atlanta Section, H. E. Bussey, president, K. W. Wikle, secretary; Atlanta Electrical Association, C. L. Emerson, president, W. C. Drake, secretary.

The bankers are represented in the American Institute of Banking, Atlanta Chapter, Harry H.

Johnson, president, C. E. Shephard, secretary; and the Atlanta Clearing House Association, Hatton B. Rogers, president, F. W. Blalock, secretary.

Atlanta has three daily newspapers, the Constitution, The Journal and the Georgian and Sunday American. Of these, the Constitution is the pioneer, having been founded in 1868 for the prime purpose of fighting for the restoration of constitutional government. It has developed a number of men of international reputation, including Joel Chandler Harris and the equally famous Henry Grady. On its staff now is Frank Stanton, one of the most widely known poets and "columinists" in the South. The Editor of the Constitution is Clark Howell, Democratic National Committeeman, and long a prominent figure in State and National politics.

The Atlanta Journal long has been one of the foremost afternoon papers of the South, and it, too, has produced a number of notables, including Grantland Rice and Don Marques. The editor is John S. Cohen, who began work on the paper as a reporter something over thirty years ago.

The Georgian and Sunday American belong to the famous Hearst string of newspapers, the local publisher being Thomas Buford Goodwin, a widely-known newspaper executive.

Atlanta is the Southern headquarters of all the great news distributing organizations, The Associated Press, The United Press and the International News maintaining bureaus here and serving Southern clients from this point.

A large number of trade journals are published in this city, covering almost every important field of endeavor.

CHAPTER XV.

SCHOOLS OF PROUD TRADITION

ATANTA'S devotion to the cause of education is one of the most striking characteristics. Here was born the movement, and here centered the long, hard fight which culminated finally in the introduction of the free public school in the city and state, and here, throughout the years, has existed a practical appreciation of the best, the influence of which is seen in the rapid development of great institutions of learning.

About a number of these institutions tradition clings with the beauty and grace of ivy upon old walls. Consider Emory University. Here is an institution founded in 1836 and having behind it eighty-six years of constructive services; years in which hundreds of men went out from it to play a worthy part in the world about them. The strength of its convictions, the force of its high purposes, the clarity of its intellectual processes and the tenderness of its ministry, have had and are having profound influence upon the progress of the South along the highest and best lines.

Though old in years and rich in tradition, Emory University is thoroughly modern in equipment; a rather unusual but highly advantageous condition, brought about by a recent change in the location of the institution, and the creation of a new and more important relationship to the

Southern Methodist Church; changes which brought to it greatly increased financial resources and a wider field of usefulness.

When founded in 1836, Emory College, as it was then called, in honor of Bishop John Emory, was located near Covington, Newton County, Georgia, upon a site of fourteen hundred acres. Dr. Ignatius A. Few suggested that this place be called Oxford, in honor of the famous English university, and the suggestion was adopted. The Institution opened for the reception of students in 1837, with Dr. Few as its first president. The first class was graduated in 1841 and the college was continuously in operation at Oxford until the change of location was made in 1919; during these years nearly two thousand men received the diplomas of the college.

The movement which resulted in the removal of this historic institution to Atlanta had its inception with the birth of an idea on the part of the Methodist Episcopal Church, South, to establish "an institution or institutions of higher education of the grade of a university." An Educational Commission was created for this purpose, beginning its labors in 1914. Prolonged investigations were conducted, during which the advantages of numerous communities east of the Mississippi were considered, but in the end Atlanta was selected as the place best suited for the location of an institution of this character.

A feature of the university was to be a School of Theology, and immediately upon the selection of Atlanta as the site of the University, such a school was opened in the Wesley Memorial build-

ing. A gift of \$1,000,000 meanwhile had been made to the institution by Asa G. Candler, of Atlanta, and a number of other substantial sums had been contributed. A beautiful site was selected in the attractive Druid Hills section, and there, in the following September, work began upon the Candler School of Theology—a majestic structure, having class rooms, library, administrative offices, and a beautiful chapel, now situated upon the campus and constituting one of a numerous group of dignified structures. An endowment of a half-million dollars was voted for the School of Theology, a sum which since has been supplemented by other gifts.

The transplanting of Emory College as Emory University was followed by the erection of a large number of new buildings, and others are being added as this is written. This explains how an institution so old in years appears today with all its buildings and equipment of the most modern type. And it might be observed in passing that the whole forms a happy blending of age and youth.

Following its coming to Atlanta, Emory took over another time-honored institution, the Atlanta Medical College. This college, founded in 1854, had become the Atlanta College of Physicians and Surgeons in 1898, at which time it absorbed the Southern Medical College, which had been established twenty years before. In 1913, the Atlanta School of Medicine, which had been founded in 1905, and the Atlanta College of Physicians and Surgeons were consolidated, and the historic name Atlanta Medical College was again adopted.

It was this institution, rich in experience and accomplishment, that became "The School of Medicine of Emory University," and which was given an endowment of \$270,000 to better equip it for its work.

During the sixty-seven years of its existence, this college has graduated a total of 3,273 doctors of medicine—many of them men who won wide distinction in this field. Under the present auspices a wider field of usefulness has been opened to the institution and it is better equipped than ever before to fulfill its mission.

The promptness with which Emory University seized opportunities to be of service after its facilities for service had been enlarged, was shown during the world war, when the Emory Base Hospital, known in the records of the United States Army as Base Hospital No. 43, was equipped and sent forth for the succor of the suffering. This unit consisted of 36 medical officers, 100 Red Cross nurses, 200 enlisted men and 6 civilians. It had a capacity of 500 beds at the outset, and was one of the few base hospitals from Southern medical colleges that were sent to the front by the United States Government. It was stationed at Blois, France, where conspicuous service was rendered and where the facilities were expanded so rapidly that at the time of the signing of the armistice there were 2,300 beds, and provisions had been made for increasing the number to 3,000.

The record of efficiency established by this hospital is one of which those responsible for it are justly proud. More than 7,000 sick and wounded

soldiers were treated, with a mortality of less than two per cent.

The Law School of Emory University is known as the Lamar School of Law, in honor of the late Justice L. Q. C. Lamar of the United States Supreme Court, distinguished Georgian and graduate of Emory College. The first session began September 25, 1916, the ideal being to establish an institution of superior scholarship and clientele, conducted in accordance with the highest professional ethics and the best traditions of the profession.

In 1919, the Graduate School, the School of Business Administration, and the Emory Summer School were established.

The Emory University campus contains 110 acres, the natural beauty of the landscape having been greatly enhanced by skillful architecture. The buildings have been designed with rare taste, and the settings are harmonious, the whole presenting a scene well calculated to appeal to the best in those who seek by a university course to better equip themselves for life.

A summary of the buildings will convey a better idea of the magnitude of the plant than any amount of descriptive matter. They consist of the Lamar School of Law, the Candler School of Theology, the John P. Scott Laboratory of Anatomy, the T. T. Fishburne Laboratory of Physiology, the Chemistry Building, the Physics Building, the Assembly Hall, three dormitories, George Winship Hall, Samuel C. Dobbs Hall, and Alabama Hall, the Dining Hall, and the Wesley Memorial Hospital. The last named is a splen-

did new structure, designed to take the place of the hospital plant opened in 1915 at Courtland street and Auburn avenue. Four units of this great institution will be completed by the coming fall and will represent an outlay of \$1,250,000. When completed, the hospital will have cost a total of \$3,000,000.

Connected with the new hospital is the Lucy Elizabeth Candler Memorial, a maternity pavilion, erected in memory of their mother by the children of the late Mrs. Asa G. Candler, Sr. A beautiful and restful structure, it will furnish accommodations for seventy-five patients.

In addition to the many handsome buildings grouped upon the campus, Emory University has at its disposal a number of structures in the city, which were occupied until 1921 by the School of Medicine. Two of these have been turned over to the City of Atlanta for use as the Out-patient Department and the Entrance Pavilion of the Colored Section of the Grady Hospital, but they still are available to the School of Medicine for clinical purposes.

The large plant of Emory College at Oxford has not been abandoned or surrendered, but is used in its entirety as the Emory University Academy.

One of the surprises awaiting the visitor to Emory University is the extent and value of the museums. Here is housed the Thursfield Smith Collection of Wesleyana, representing many years of painstaking and intelligent labor. It comprises many rare books and books of personal association, such as John Wesley's own hymn

book; manuscripts, and autograph letters of John and Charles Wesley, and their mother and father, Susannah and John Wesley, of John Fletcher, Whitefield and others. There are also numerous articles which belonged to the Wesleys, and many books and documents of unusual interest relating to Methodism.

Another museum of rare and wonderful objects is the Egyptian and Babylonian collection. It comprises mummies, coffins, a number of fragments, including gilded heads, hands, and feet, sandals and beads, a large collection of bronzes, knives, razors, daggers, axes, bells, mirrors, and other articles, some of which bear royal inscriptions back to 1500 B. C. There are a large number of royal scarabs, a face-paint pot of Queen Ti, earlier than 1400 B. C., head-rests of cedar and alabaster, amulets of all ages, stelae bearing the names of Rameses II and Cheops, and others. There are also weights, jars of alabaster, earthenware jars, flints, fine linen adorned with pearls, inscribed linen, mummy cloth, Greek and Egyptian papyrus, an inscribed Greek door, a brick inscribed with the name of Nebuchadnezzar II, conqueror of Jerusalem, fragments of brick from many mounds, Ur of Chaldees, Lagash, Eridu and others. Here also are seen Hebrew burial bowls from under the pavement of Babylon, several cuneiform tablets with valuable historical inscriptions, a splendid roll of Pentateuch written upon two hundred sheep skins, and there also are a number of Arab weapons. Here also are found a number of casts from the British Museum, including a large granite lion of Soleb, Upper



UPPER PICTURE—VIEW OF AGNES SCOTT COLLEGE
 LOWER PICTURE—SCENE IN HALL AT WASHINGTON
 SEMINARY

Egypt; the head of Amenophis IV, a Tel El Amarna Tablet, a statue of Rameses II, a stela of Canopus, an inscription of Nebuchadnezzar II, the black Obelisk of Shalmanezzar recording his victory over Israel, the Rosetta Stone, and many other objects of interest and value.

The W. H. LaPrade Collection of Georgia Birds, the largest exhibit of its kind in existence, is another interesting feature, and there is also a large collection of minerals gathered during the past fifty years.

Then there is the Museum of Emory College, containing many things of historical interest contributed by students and others throughout the years.

In all the history of American educational institutions there has never been written a more charming chapter, interwoven with real romance and moral beauty, than the story of the birth and death and resurrection of Old Oglethorpe University.

The story goes back a long way—to a man and his friend, the man an English gentleman of titled descent, the friend an artist and author, who, having published a very beautiful and expensive book on architecture and being unable to meet the costs, was thrown into the small-pox ward of a debtor's dungeon and died there. From his death there sprung a high resolve on the part of his friend to purify the whole wretched prison system of England which later, by a path that every Georgian knows, led to the founding of the largest commonwealth of the United States east of the Mississippi River by James Oglethorpe in

the earlier 3rd of the 18th century. This incomparable soldier, humanitarian and gentleman associated with his name the very finest of American traditions, being perhaps the greatest of all the pre-revolutionary figures of American history. His fame rests not solely on his genius as a soldier or his record as a philanthropist. His was the distinction of having been the first great American abolitionist, for no negro slave was allowed in Georgia while Oglethorpe was Governor. His, also, was the honor of being the first ruler of America to exclude whiskey from commonwealth or nation, and he was likewise the first great Anglo-American, loving his Georgians so much that he declined to accept the command of the British forces to subdue the colonists, because he would not fight with his fellow-countrymen against his fellow-citizens. In memory of this most remarkable figure, there was founded—about one century after he founded Georgia—the first Christian college or university between the Atlantic and Pacific, south of the Virginia line. It was located in the then capital of his commonwealth, Milledgeville, and for approximately one-half century did its marvelous work in Georgia, not only, but was and of a right claimed to be a Mother of that fine company of institutions of learning which combine religious with scientific and literary instruction. Associated with this fundamental tradition in the history of Oglethorpe University is that of the most famous of Georgia's sons and sweetest of her singers, Sidney Lanier. Lanier entered Oglethorpe at the age of 15 in the year 1857, becom-

ing Tutor in his Alma Mater immediately upon graduating. A few months later, however, the vast catastrophe of the "War Between the States" swept him and all other students of Oglethorpe into the armies of the Confederacy. The faculty was disbanded; all of the endowment was invested in Confederate bonds; the buildings were used as a barracks and hospital during the war, and afterward burned, so that when the war was over there was no more an Oglethorpe.

An attempt was made in the early seventies to re-open the institution in the capital of the State, the young city of Atlanta. For some two years the school operated on Washington street but, in the midst of the confusion of Reconstruction, the doors were again closed.

Rarely has there been in America a finer illustration of the immortality of high ideals than is exhibited in the resurrection of Oglethorpe University from among the gray ashes of fratricidal strife to her present position of honor and power among her sisters. She is perhaps unique among standard institutions of learning in that she alone, having died for her ideals has also been raised from the dead. For today, on Peachtree Road, there is rapidly arising one of the most beautiful universities in the whole world—built of solid Georgia granite with the most perfect fire-proof construction, covered with heavy imperishable slate, constructed upon one of the most beautiful designs of one of the most famous landscape architects in the world. There, the fine traditions associated with these two unmatched Georgians are being gathered and woven into

the life of the students. From Oglethorpe they draw the inspiration of humanitarianism and wisdom in politics and government. From Lanier they win their ideals of literature and art, for this Oglethorpe boy alone among the Southern-born has won his place to sit down with the eight immortals of American Literature: Bryant, Longfellow, Lowell, Whittier, Holmes, Whitman, Poe and Lanier. His diploma hangs over the desk of the President and his spirit hovers over the campus of his Alma Mater.

To the Atlanta citizen the story of Oglethorpe means infinitely more than the way in which his city became possessed of a fine University. It is the story of the immortality of the ideal which is an illustration of the way in which the beautiful thing persists to influence the lives of men, for here in the city, whose name Oglethorpe never heard and of whom Lanier knew little, is being gathered the most precious heritage of all Georgia—the legacies left by her two best citizens, James Oglethorpe, her Founder, and Sidney Lanier, her Poet.

The president of Oglethorpe is Dr. Thornwell Jacobs, a man steeped in the best traditions of the South—a poet and a dreamer, gifted with the rare faculty of translating his noble visions into actuality.

One of the most famous of Atlanta's educational institutions is that which is familiarly known as "Georgia Tech," which enjoys a rating with the United States Bureau of Education second to none, with the possible exception of the Massachusetts Institute of Technology. Its grad-

uates have won distinction in practically every field of human endeavor, and its work in training men along technical lines has done much to develop the South industrially. In the field of sport, as in that of practical training, this institution also occupies a position in the forefront. "Tech" is the pride of Atlantans, as well as of all Georgians, for that matter, and this pride is the outgrowth of years of distinguished service. Few institutions in the history of educational development, have risen to a position of such pre-eminence in so brief a period, and the extraordinary growth in influence and in prestige becomes all the more remarkable when it is remembered that the institution, a creature of the State, is dependent largely upon the whims of legislative bodies of ever changing personnel.

The Georgia School of Technology was created under an act of the Legislature passed in 1885, at a time when the necessity of creating an industrial as well as an agricultural South, was attracting the attention of thoughtful men, and the institution was located in Atlanta after a spirited contest with a number of other Georgia cities. The people of Atlanta took a lively interest in the institution from the first, contributing generously toward the fund for its location, and this interest has never been allowed to lag. Atlantans appreciate the enviable position the institution occupies in the educational world, and recognize in it one of the greatest of civic assets.

In the development of the natural resources of the South, Georgia Tech has done a work far beyond anything its founders hoped for—a fact due

in large measure to the calibre of the men who have directed it. Names linked with its splendid history include Dr. I. S. Hopkins, Lyman Hall, K. C. Matheson and N. P. Pratt, all men of large calibre and great vision. The executive head of the institution today is Marion L. Brittain, who entered upon the duties of president in August, 1922, equipped in every way for maintaining the splendid record left by his predecessors.

Georgia Tech covers much ground and has many buildings, the number being multiplied at this time by several important additions. The facilities are being enlarged to the end that they may be commensurate with the magnitude of the institution, viewed from the standpoint of intellectual achievement.

It was an eventful day for the cause of education in Georgia when Dr. F. H. Gaines came to Decatur to serve as pastor of the Presbyterian Church. He realized immediately the need of better training for young women and also the opportunity which Decatur afforded for a good college. He soon broached the subject to the members of his church and received a cordial response. After a few preliminary meetings, it was determined to establish a school of high character, and a charter was applied for under the name of Decatur Female Seminary. Arrangements were completed, a subscription list of \$5,000 was secured, and the school opened in September, 1889, with Miss Nannette Hopkins as its first Principal.

Col. George W. Scott of Decatur was one of those most interested in the founding of the insti-

tution, and in 1890 he came to Dr. Gaines with the proposition of building a permanent home for the new enterprise. The offer was gladly accepted, and Col. Scott invested \$112,500 in grounds, building, and equipment; and the name of the institution was changed to Agnes Scott Institute in honor of the mother of Col. Scott. Up to that time, his gift was the largest single contribution to the cause of education in the South. For years he stood firmly behind the College, giving largely of his time and money, and making possible its definite establishment as a high grade seminary.

In 1895 the Institute had grown so much that it needed the full time of Dr. Gaines, and at the request of the Trustees he resigned from his pastorate and assumed the presidency of the school. Under his personal direction, there ensued a long and vigorous struggle for the maintenance of the highest ideals and for recognition by the educational world. The South in general was so backward in education for women, that the great institutions of the North and West were disposed to ask, "Can any good thing educationally come out of Georgia?" The fight was gradually won. The lower grades of instruction were dropped from the Institute and higher ones added, until in 1905 Agnes Scott was fully recognized as a college; and it has since that time been officially known as Agnes Scott College.

In recent years the recognition given to the College has been practically world wide. In 1907 it was admitted to membership in the Association of Colleges and Secondary Schools for Southern

States. In 1912 its graduates were admitted to the Southern Association of College Women. In 1914 its graduates were permitted to enter as candidates for the M.A. degree in one year by the great universities. In 1919 Agnes Scott was placed on the approved list of the Association of American Universities. In the following year, its graduates were declared eligible for membership in the Association of Collegiate Alumnae, and they of course are eligible in the new American Association of University Women.

The men of Atlanta have responded well to the needs of Agnes Scott. In 1909 the General Education Board offered the College \$100,000 if the community would raise \$250,000 additional. Under the leadership of Mr. S. M. Inman, then President of the Board of Trustees, this task was quickly accomplished in the first of the "whirlwind" campaigns ever held in Atlanta.

Again in 1919 the General Education Board offered \$275,000 if friends of the College would contribute enough to bring the total sum to \$750,000. Under the leadership of Mr. J. K. Orr, the present Chairman of the Board, this challenge was successfully met; and Atlanta and all Georgia were generous in their contributions.

The College now has a plant of about 22 acres, and there are 21 buildings in actual use, the whole being valued at about \$750,000. When the pledges in the last campaign are fully paid, the endowment of the College will total \$800,000. The institution is crowded to its capacity each year, and has to turn away annually more appli-

cants than it can take. Its capacity is only 450 students at present.

The outstanding features of the institution are its high standards, rigidly enforced, its conservative Christian atmosphere, its emphasis on Bible study, the eagerness with which its graduates are sought for excellent positions, and the enthusiasm and loyalty of those who become its students.

In her will recently probated, Miss Jane Walker Inman left Agnes Scott the residue of her estate, after certain bequests should be paid. This will amount to more than \$100,000 at this time. In addition she left a life estate which will eventually come to the College and will amount to \$50,000 more. This whole sum is to be used as a memorial of the brother of Miss Inman and will be called the "Samuel M. Inman Endowment Fund."

On a beautiful knoll, well back from Peachtree street, and surrounded by a park of exceptional attractiveness, The Washington Seminary constitutes one of the most thoroughly pleasing prospects in all Atlanta. Through the trees and across the wide lawn, the main building is seen, serene and stately. Great fluted columns, white and splendidly proportioned, are marshalled across the front and flow back on either end of the imposing structure, and back of these wide verandas run on and on.

This palatial building was erected some years ago as a private mansion, but the architect scarcely could have builded better had he known that it was to become adapted to present uses. The rooms are large, numerous and beautifully fin-

ished, and halls more impressive scarcely could be imagined.

The house is built around an open court, about fifty feet square, and a veranda, flanked by slender columns, parallels this court, affording a retreat of rare charm. This court, aside from being highly ornamental, serves the practical purpose of providing an abundance of sunshine and air for all the rooms which overlook it.

The school building is separate from the home, but is designed to harmonize with it. New, modern in all its appointments, and of pleasing architecture, this building contains study halls, recitation rooms, music rooms, art rooms, gymnasium, etc. A distinctive and valuable feature is the arrangement for open air class rooms. On two sides are wide porches, which are divided into sections corresponding to the class rooms on the inside. Entrance is from the inner to the outer rooms, and in all seasonable weather, the classes are conducted on the porches. Inasmuch as the climate here admits of about five months of out-of-doors class work, the advantage to the students, from the standpoint of physical betterment, is marked. The spacious grounds afford space for games of every kind, and the recreational possibilities practically are unlimited.

The Washington Seminary has been in successful operation for forty-four years, and some of the things which have commended it to fathers and mothers in the selection of a school for their daughters, include the division of classes into small sections, insuring individual attention to each pupil and the adaption of instruction to per-

sonal needs; strict limitations placed upon the number of students; a flexible system of classification whereby the student is allowed to enter the class in each study for which previous preparation best fits her; special college preparatory course for students expecting to enter such institutions as Vassar, Smith, Wellesley, Randolph-Macon, etc.; practical courses for training girls for the duties and responsibilities of home-making and home-keeping, and the abundant provision which is made for the healthful development of the body. The president is Dr. Llewellyn D. Scott, who is surrounded by a corps of gifted instructors.

This institution is representative, in character and in attainment, of many private schools in the city of Atlanta—institutions which, through patient labor and high purpose, are adding constantly to the fame of this city as an educational center.

This city also has numerous business colleges and institutions which specialize upon various professions, the date of the organization of a number of these going back to the early days of Atlanta.

It is inevitable that a city which supports an annual presentation of grand opera by the world-famous Metropolitan Grand Opera Company, should be a community in which exists an extraordinary appreciation of the best in the musical art. Therefore, it is not surprising that this City has become the most important center in the South for musical education. Music is not only taught in the leading educational institutions by

artists of exceptional ability, but this City has schools of music directed by men and women of national reputation.

The Atlanta Conservatory of Music, founded in 1907 and formally opened in 1908, is one of the most popular institutions of the kind in the South, and one which enjoys an enviable reputation throughout the country. Its enrollment is approximately 900 at this time, and the number is increasing from year to year. It is housed in a splendid building, in the very heart of the business district. The director, George Fr. Lindner, is a man of exceptional experience and ability. As a teacher, concert artist and composer, he enjoys a wide reputation. Born in Bremen, in a home where he was surrounded by every musical advantage, he began his training at the age of six, making his concert debut at the age of eleven. Shortly thereafter he made his first American tour, achieving success in this country. However, his father, realizing the necessity for a thorough foundation, withdrew him from the concert stage and for four years he was under such masters as Dont, Hellmesberg and Thompson for technique, and with Kaun and Schoefield for theory and composition. Coming to Atlanta several years ago, he was made director of the Atlanta Conservatory of Music, and has brought it to a position of pre-eminence among Southern schools of music. An able faculty, plus the fact that students may hear the best of the world's artists in this City, has developed this institution into one that is a virile factor in the promotion of musical culture in the South.

Foremost among these artists are Signor Emilo Volpi and his distinguished wife, Nora Allen. A life-long friend of Caruso, and an intimate associate from his boyhood with many of the world's most famous singers, Signor Vopli came from music-loving Italy equipped as few men are for the profession into which environment and adaptability led him, and he had won fame in this country as a musical instructor before he made Atlanta his home. His wife, Nora Allen, formerly with the Chicago Grand Opera Company, also is splendidly equipped for conveying to others an apt appreciation of musical values. Since their location in Atlanta they have organized the Noral Allen Grand Opera Concert Company, and the initial performance, given during the past summer evoked the enthusiastic applause of musical critics. Unquestionably they are a prime asset to musical Atlanta, and their school is winning deserved fame.

To Murray M. Howard, an Atlanta citizen is due the inauguration of an economic movement in the public schools that is spreading rapidly and will, it is believed, in a few years be universally used throughout the country. This is the Howard system of exchanging school books among the public school children. Recognizing the problem faced by a vast number of families in providing the necessary money to purchase books for their children and the great waste in used books, generally, Mr. Howard devised the plan of letting parents and scholars use the school houses as a place for selling or exchanging books the children

had finished and purchasing other books needed for the next term.

The plan has met with great success and has resulted in the saving of many thousands of dollars to the citizens of Atlanta.

Peebles Street School, where the school book exchange was first inauguerated, was also the beginning of another school reform idea that had far-reaching effect. In 1916, through the efforts of Mrs. Murray Howard, the Parent Teachers' Association organized the male parents of the school into what became known as the "Wake Up, Daddy" movement which swept through the City with irresistable public approval and resulted in the charter of Atlanta being so amended as to permit the board of education to be elected by direct vote of the people, instead of by council.

CHAPTER XVI.

A FINANCIAL STRONGHOLD

WHEN the historian of the future writes the economic and financial story of the United States, he must inevitably treat at some length the critical period between 1914 and 1921. These seven short years witnessed a wonderful thing. They saw the financial structure of the country tested to the uttermost—tested by the pressure of the most perilous conditions which can threaten the economic life of a nation. The world conflict which raged from 1914 to 1918 was fought, not only by armies against external foes, but by whole peoples against the immeasurably more dangerous and insidious enemies within—against famine and poverty; forces which, like the germs of deadly disease within a human body, gradually sap the strength and seek to destroy the life of a country at its source. It is now a matter of common knowledge and rejoicing that this attack was beaten off, that this supreme test was passed with honor.

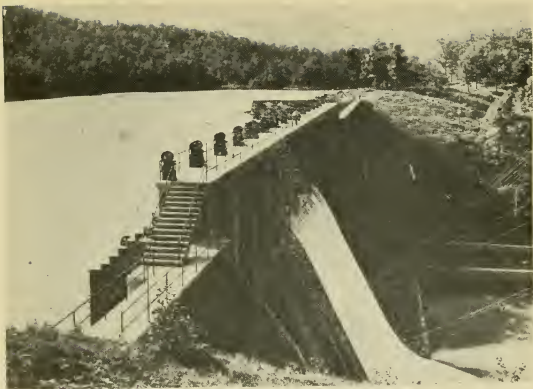
The success of our country, where Austria, and Germany, and Russia failed so tragically, was due primarily to a state of sound economic health, one of whose strongest elements must inevitably be considered the Federal Reserve System. This great organization came into being through the passage of the so-called Federal Reserve Act of December 23, 1913; and it could not have come in

happier time. The Reserve System proved the bulwark of the Government against financial stress and panic. Nobly it did its work, and all America has the right to be proud of the System and what it accomplished for the nation. Just so, all the Southeast has the right to be proud of the Federal Reserve Bank of Atlanta, and what it accomplished for this section.

Just here, a few words of explanation as to the operation of the Federal Reserve System may not be amiss. In the caption of the Act, the three main purposes of the legislation are set forth as follows: (1) "To provide for the establishment of Federal Reserve Banks; (2) To furnish an elastic currency; (3) To establish a more effective supervision of banking in the United States, and for other purposes."

There are 12 Reserve Banks (in Boston, New York, Philadelphia, Cleveland, Richmond, Atlanta, Chicago, St. Louis, Minneapolis, Kansas City, and San Francisco) throughout the country. These, together with their Branches and with the Federal Reserve Board located at Washington, make up the Federal Reserve System.

Each Reserve Bank is under the direct control of its officers and directors, and is practically a separate institution connected with the other Reserve Banks only through the Federal Reserve Board, which exercises certain general supervisory powers, as will be explained later. Of the nine directors of a Reserve Bank, three are appointed by the member banks as their representatives, the banks being sub-classified into three classes of nearly similar capitalization, each of



DAM AND POWER PLANT, GEORGIA RAILWAY AND
POWER CO.

which elects one director. A second group of three directors consists of men prominently engaged in business, commercial or agricultural pursuits, and are required to be non-bankers. These directors are also selected by the member banks. The remaining three members of the Board of Directors are appointed by the Federal Reserve Board, and one of the three is designated as Chairman of the body and Federal Reserve Agent, being the direct representative of the Board upon the official staff of the Bank.

The simplest way to express the function of a Reserve Bank is to say that it is a banker's bank. Instead of individuals, the stock-holders are member banks, which are required to purchase stock in proportion to their capital and surplus. All national banks are required to be members of the System; and any state banks and trust companies are at liberty to come into the System upon the fulfillment of certain entrance requirements stated in the Federal Reserve Act. Each member bank is required to maintain a certain reserve with the regional bank, which, in turn, must itself maintain a reserve of 40 per cent in gold against Federal Reserve Notes actually in circulation, and 35 per cent against member banks' reserve deposits. The member bank is then entitled to submit to the Reserve Bank its eligible paper for rediscount. In a very general way, it may be stated that a Reserve Bank's loans fall into three classes: (1) Loans to commerce and industry; (2) Loans to agriculture; and (3) Loans on Government bonds. All such advances are made to banks, and never to individuals.

Many factors—such as the nature of the transaction out of which the paper rose, the subsequent use of the proceeds, the date of maturity, etc.—enter into the question as to the eligibility of paper offered for rediscount by a member bank. The Reserve Bank is guided by the discretion of its Executive Committee in such matters. Closely correlated with the lending power of a Reserve Bank is its power to issue currency in times of need, against which it must maintain a gold reserve of 40 per cent. Other security, dollar for dollar, must be set aside against the notes issued, but this security may be borrowers' paper of an early maturity, representing either loans for the production or distribution of goods and farm products, or loans to holders of United States Government securities.

The Federal Reserve Board is made up of eight members, six of whom are appointed by the President and are considered to be representative of the commercial and agricultural life of the nation. The remaining two members are the Secretary of the Treasury and the Comptroller of the Currency, who hold their seats by virtue of their office. The powers of the Board, as stated above, are almost entirely supervisory. Its approval is necessary to a change in the rediscount rate of any Reserve Bank. It passes upon the salaries of officers and employees of the regional institutions, and, under certain conditions, may remove any of their officers or directors. It also interprets the language and the meaning of the Federal Reserve Act, so as to show what classes of loans may be made by the

Reserve Banks; but the Board has no right to pass upon the individual loans which a Reserve Bank may make. It cannot say when a loan shall be made to a member bank, or what the amount of such loan shall be, nor can the Board compel a Reserve Bank to lend to a member bank or to refrain from doing so. To sum up, the Board is simply the central office of the System, whose function is to keep in view the operations of the various Reserve Banks and to secure proper co-ordination among them.

The above paragraphs are sufficient to give the reader a general idea of the purposes for which the Reserve System was created, and the manner in which it goes about the accomplishment of the work which it has been designed to do.

The Atlanta Bank opened its doors on November 16, 1914, with small quarters in the Hurt Building. Its existence was begun under the most discouraging conditions. There was not the usual European market for the South's greatest crop, cotton; and the whole section was suffering. Things were **in a way** to become desperate, but the little Reserve Bank stepped boldly into the breach. It stabilized the value of commodities and it reduced the rates of discount, giving to its member banks the assurance of a place of rediscount at reasonable rates. In the years since then, the work has gone steadily on, until the little Reserve Bank has become an important factor in the economic life of the nation. It has grown into a great institution, and, in proportion as its own prosperity has increased, it has aided its member banks and the whole South to grow.

It is impossible to go here, at any length, into the specific improvements it has brought about, but one or two may be mentioned. In November, 1915, in common with the other Reserve Banks, it was designated as fiscal agent for the Government, and, on January 1, 1916, \$5,000,000 of Government funds was placed in its vaults. This large deposit was, of necessity, withdrawn in July of the same year, but a substantial balance of several million dollars remained, and it has been kept up ever since, the amount of Government deposit on June 21, 1922, being \$995,163.88.

In 1920, the Atlanta Reserve Bank was of material assistance in enabling the South to pass through a threatened financial disaster of very grave dimensions. The year was begun auspiciously, with but little indication of the trouble to come. The Atlanta institution had a reserve percentage of 54 per cent, the second best showing in the entire Reserve System. But conditions rapidly grew worse; and, on September 28th came the high peak of rediscounts, the amount totalling the amazing figure of \$49,491,000. The actual reserve fell to 14.9 per cent. The strain was enormous. In order to take care of the agricultural interests which were bearing the brunt of the storm, the Atlanta Bank not only used up all its own available resources but actually borrowed \$49,000,000 from other Federal Reserve Banks. Matters went from bad to worse, and on November 1, 1921, the total loans to member banks from the Federal Reserve Bank of Atlanta had reached the tremendous sum of \$182,868,000. At last, the clouds began to break, and sounder credit condi-

tions were slowly brought about in this section. The agricultural, commercial, and industrial spheres quickened into renewed activity, until, at length, the pressing danger was past. Once again, the value of the Reserve System had been triumphantly demonstrated.

One other feature of the bank's work remains to be briefly considered—the splendid part it played helping the Government to raise ready money for the conduct of the World War. The figures below give a clearer idea than could any statements of mine as to the magnitude of the transactions involved in the Liberty and Victory Loan Campaigns, and the sale of Treasury Certificates of Indebtedness. A glance will suffice to show how completely the Atlanta Bank, and the people in this section, met—and more than met—the call of the country in a time of serious national need. The First and Second Liberty Loans as well as the Victory Loan, were well over-subscribed; while the Third and Fourth Liberty Loans produced exactly the huge sums allotted to be raised. Here are the figures:

Loan	Allotment	Amount Subscribed
First Liberty	\$ 46,283,150	\$ 58,506,800
Second Liberty	84,609,300	92,918,200
Third Liberty	137,649,450	137,649,450
Fourth Liberty	217,885,200	217,885,200
Victory	133,080,800	140,779,850
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Total.....	\$619,507,500	\$647,739,550

Amount Oversubscribed. . \$28,231,650

Sale of Treasury Certificates.

1917	-	-	-	-	-	\$ 48,495,000
1918	-	-	-	-	-	79,573,000
1919	-	-	-	-	-	328,838,500
1920	-	-	-	-	-	71,518,500
1921	-	-	-	-	-	59,258,100
1922 (June)	-	-	-	-	-	43,380,200

A few years after starting business, the rapidly increasing volume of transactions compelled the Atlanta Bank to seek larger quarters. At a meeting of the Board of Directors in June 1917, the purchase of the Marietta street lot on which the Bank now stands was authorized, at a cost of \$102,500, and plans were made for a building thereon. On October 1, 1918, all was ready, and the new offices were opened to the public inspection. All the fittings were of the best, and the building, designed by Mr. A. Ten Eyck Brown the present architect of the bank, was attractive and imposing in appearance. The approximate cost was \$130,000 for the building proper, and \$72,000 for the vaults. The furniture and fixtures cost in the neighborhood of \$15,000. It was thought that the new quarters would contain the bank comfortably for some time, but in 1920 a further need for expansion developed, and an addition costing about \$226,000 was completed in May of that year. During the previous June the building of the old Commercial National Bank in New Orleans was purchased for the Branch Bank, at a total cost of \$236,500.

The Atlanta Bank continued to do an expanding business, until, in July, 1922, a contract was let for a further addition. Work is now going on under the direction of Architect Brown and a Building Committee of which J. A. McCrary, one of the directors of the bank, is chairman. The completed building, which will be ready for occupancy early this winter, will be one of the handsomest structures in the entire country. The new addition is expected to involve an outlay of \$1,500,000.00, which figure includes \$159,823.89 to be spent in the construction of vaults. All Atlanta is looking forward eagerly to the time when the Federal Reserve Bank will be able to reflect in its magnificent home the inward growth of the institution, whose inspiring story of progress has been but feebly sketched in the foregoing paragraphs.

Going back to 1914, when the bank first opened, one finds that the business to be transacted was so little that the affairs of the institution could be adequately handled by only two main officers and a small force of 19 employees. The two officers, who are still with the bank though their official positions are reversed, were Joseph A. McCord, Governor, and M. B. Wellborn, Chairman of the Board and Federal Reserve Agent. Mr. McCord was prominently identified with local banking circles for many years, and was vice-president of the Citizens and Southern Bank before accepting the Governorship of the Reserve Bank. Mr. Wellborn was an Alabama banker of widely known ability, and came to Atlanta from the presidency of the First National Bank

of Anniston, Alabama. Mr. Wellborn was also president of the First National Bank of Jacksonville, Alabama, and the First National Bank of Piedmont, Alabama.

These two gentlemen, together with M. W. Bell, present Cashier; J. M. Slattery, present Secretary; R. A. Sims, present Assistant Cashier of the Money Division; and Miss L. V. Davidson, the first Secretary to Governor McCord, are the only employees at present with the Bank who have been there since the beginning of things, 'way back in 1914. Mr. J. B. Pike, the first Cashier, was made Deputy Governor in 1919, but soon afterward resigned to go on the official staff of the National City Bank of New York.

The total employees of the Bank, at the start of operations in 1914, including eight officers, numbered 27. Some idea of the subsequent growth of the institution, with its Branches, may be obtained when it is stated that the employees, exclusive of officers numbered 472 on June 7, 1922.

There can be no clearer evidence of the rapid growth of the Federal Reserve Bank of Atlanta, than that which is to be found in the gradual establishment of branches, and the increase in the volume of business done by those branches. The New Orleans Branch, opened September 10, 1915, was the first branch bank of the entire System. It was, from the start, a successful venture; and served a wide field in the middle South, too distant from the parent bank to secure the rapid accommodation extended to institutions in the Southeast. Nearly three years later—on August

1, 1918—the Birmingham and Jacksonville offices were opened, while the Nashville Branch was opened on October 21, 1919. These banks have proved as valuable, and have grown as swiftly, as the New Orleans office. In 1919, an Agency was established in Savannah, Georgia, this was largely in recognition of the importance of that city as a port, for the export and import of goods. It is the only Agency in the System; and differs from a branch in that it has no Board of Directors, but is under the immediate control of a manager and assistant manager. Its chief functions are the issuing of money to Savannah banks, and the holding of collateral on notes which are themselves forwarded to the central office in Atlanta.

They say that figures, unlike the most successful politicians, never lie. If this be true, the appended table may serve as a mute testimonial to the rapid growth of the Federal Reserve Bank of Atlanta, and its increasing importance as a vital factor in the economic existence of the South:

State member banks of the Federal Reserve System in the Sixth District:

1914	-	-	-	-	1
1915	-	-	-	-	2
1916	-	-	-	-	4
1917	-	-	-	-	18
1918	-	-	-	-	54
1919	-	-	-	-	64
1920	-	-	-	-	85
1921	-	-	-	-	127
1922 (to date)	-	-	-	-	143

At this time—July, 1922—the officers of the Federal Reserve Bank of Atlanta are: M. B. Wellborn, Governor; L. C. Adelson, Deputy Governor; J. L. Campbell, Deputy Governor; J. M. Slattery, Secretary; M. W. Bell, Cashier; W. B. Roper, Assistant Cashier; R. A. Sims, Assistant Cashier; W. R. Patterson, Assistant Cashier; J. B. Tutwiler, Assistant Cashier; J. A. McCord, Chairman of the Board and Federal Reserve Agent; Ward Albertson, Assistant Federal Reserve Agent; C. R. Tidwell, Assistant Federal Reserve Agent; W. H. Toole, Manager, Fiscal Agent Department, and Creed Taylor, General Auditor.

The following table shows the resources of the national and state banks of Atlanta, September 15, 1922:

Atlanta National	\$ 25,594,877.53
Fourth National	27,643,987.54
Lowry National	19,120,329.16
Fulton National	6,978,310.85
Citizen & Southern	51,932,954.60
Central Bank & Trust Corp.	11,609,312.08
Atlanta Trust Company	4,875,827.68
Georgia Savings Bank & Trust Company	2,797,770.06
Trust Company of Georgia	7,369,974.98
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Total	\$157,724,344.48

Space is not available here for a detailed story of all the great financial institutions of Atlanta, but because of its typical character and the light it sheds upon the development of this city from an infant among banking communities to one of

the greatest in the South, the history of one of the oldest and most successful will be related—that of the Lowry National Bank.

In 1861, when Atlanta was a small but growing town, Col. Robert J. Lowry came here from Greenville, Tenn., and engaged in the produce commission business, selling supplies shipped from Tennessee by his father, W. M. Lowry.

From that day to this, covering a period of more than sixty years, the name of Colonel Lowry and that of the institution which he established have been intimately associated with the growth, progress and development of this city.

The first Lowry Bank, or business, established in Atlanta, was located on Decatur street, at the Northwest corner of Pryor. In those days Decatur street was not only the center of the business and commercial life of the city, but of the social and home life. The finest residences were located on this street, and many of the older citizens, now occupying elegant homes elsewhere, can recall having lived on this thoroughfare.

Colonel Lowry continued in business for himself until after the war, when he was joined by his father, and the two went into the wholesale grocery and banking business; being located on Alabama street. Shortly after this, they purchased a building on the Southwest corner of Alabama street and Central avenue, then Lloyd street, and there, in the early seventies, gradually eliminated the grocery business and specialized upon banking, the firm name being W. M. and R. J. Lowry, Bankers.

About 1875, Joseph T. Orme, then a youth, became associated with the institution, which continued to do business as a private bank until 1887, when a state charter was obtained and the organization was incorporated as the Lowry Banking Company. The capital stock was then \$350,000 and there was a surplus of \$70,000, which was indicative of the growing importance of the young city as a financial center.

In August, 1892, the Lowry Banking Company moved from its Alabama street location to its new quarters in the Equitable Building, now the Trust Company of Georgia Building. This structure, by the way, was the first large, fire-proof office building erected in the South, and the banking quarters were the finest and most up-to-date to be found in any city South of Washington.

The State charter was retained until 1900, when a national charter was obtained. The name "Lowry National Bank of Atlanta" was then adopted and the capital stock increased to \$500,000. Upon receiving the national charter, the bank became one of the regular designated depositories of the United States Government. Later the capital stock was increased to \$800,000, and in 1910 it was again increased, this time to a million dollars. Meanwhile the surplus, which had grown to \$600,000, was increased to \$1,000,000, so that now, with capital and surplus aggregating \$2,000,000, with profits of \$1,000,000, circulation of \$1,000,000 and deposits of nearly \$16,000,000, the Lowry bank has resources aggregating approximately \$20,000,000. The president of the bank today is H. Warner Mar-

tin, a young man of conspicuous ability as a financier. From the position of bank clerk ten years ago, he has attained the presidency of one of the most outstanding financial institutions in the South.

Among the many other surprises one finds in Atlanta, is that large investments in building enterprises, from Indianapolis to Miami, have been financed in this city, and that this constructive work in being enlarged all the time. The firm which is specializing along this line and which is growing at an astonishing rate, is the G. L. Miller Company. Among the buildings which have been financed from Atlanta by this firm is the magnificent Harvey Apartments, at Indianapolis; the new Hotel Richmond, at Augusta, Ga.; the Berkley Court Apartments at Charleston, S. C.; the Gallat Court Apartments at Miami, Fla., the Helene Apartments at Miami; the St. Charles Apartments, at Mobile, Ala.; the Almadora Apartments at Memphis, Tenn.; the Dulion Apartments, at Birmingham, Ala.; the Granada Apartment Hotel, at Miami, Fla.; the El Verano Hotel, at West Palm Beach, Fla.; the Highland View Apartments, at Birmingham, Ala.; the Hill Office Building, at Jacksonville, Fla., and numerous splendid buildings in Atlanta, including the Hotel Cecil, the Belvedere Apartments, the Bon Air Apartments, the Belmont Apartments, the Southland Apartments and the Cathcart Storage Warehouse.

The erection of these splendid structures, especially in the country at large, has served to magnify the fame of Atlanta as a financial center. Mr.

G. L. Miller, the head of the firm, says, "This year we have ten million dollars to lend to builders of modern, income-earning buildings in the South. It is not only a satisfaction to us, but also a compliment to the stability of the South and of Atlanta, that never yet has a building financed by us failed to pay more than its estimated income."

The business of Mr. Miller began some years ago in a small way at Miami, Fla., but its growth was rapid, and in 1917 he opened the Atlanta office. Then expansion began on a truly astonishing scale, with the result that today the firm has a staff of some sixty people and occupies over four thousand feet of office space in the Hurt Building. " 'Via Atlanta' is a sure road to success," says Mr. Miller.

The company maintains offices in a number of other cities, including an important establishment in New York.

CHAPTER XVII.

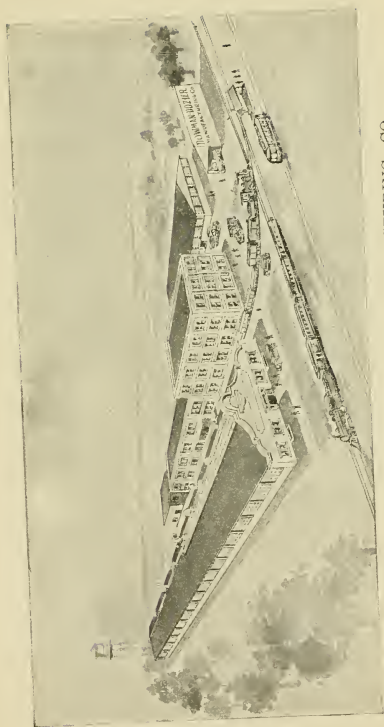
INDUSTRY AT ITS BEST

THE manufacture of ice, one of the most essential of Southern industries, has attained the maximum, both in volume and in efficiency, in the City of Atlanta. Here is located one of the greatest of all ice producing enterprises, operating thirty-four plants, turning out an average daily supply of 3,500 tons and having a storage capacity of 120,000 tons.

Figures like these astound when one recalls the fact that it has been only a little while since the South was dependent upon natural ice from the North, and when the precious material was as rare as it was costly. In those days, well remembered by men and women who are still young, folks in the rural communities kept things cool by placing them in the "big spring." Remember the huge earthenware jars in which milk and butter and other perishable things were placed and how the jars were let down into the spring? Of course you do. And you also remember how folks not so fortunately situated as to have a cool spring, would place shelves down inside the well so that the cool air would help to preserve the milk and butter. Everybody whose memory goes back thirty or forty years, recalls these things, and doubtless they also remember how much was lost, in the way of valuable food products, because of the inadequate means for preserving them.

And the poor folks who were ill in those days, how they suffered! No ice water for fevered lips; no ice packs for aching heads. How glad the unfortunates of that day would have been to step to a telephone and order as much ice as they wanted, or, better still, to have been able to go to their own ice-box and help themselves, knowing that the diligent delivery man would be around again in a little while with another supply. But they enjoyed no such advantages and there was no real relief in sight until a genius in Florida discovered that ice could be produced by scientific means. Then what a transformation was wrought!

What this discovery meant to the South staggers the imagination. It meant far more than added personal comfort. It meant such development along the lines of productiveness as no one had deemed possible, and which would have been utterly out of the question but for this cooling substance. It meant that melons and berries and fruits, so well adapted to the South, could be raised in unlimited quantities and then could be transported, without loss of quality, to the great markets of the world. It meant the same thing for dairy products and perishable things of every kind and character, and thus a new era of boundless opportunity was opened to the South. It had, indeed, developed a commodity that was superior to the natural ice, as time was to prove. In the first place, the manufactured ice could be turned out in unlimited quantities, hence the supply was not contingent upon the length of winter or the frequency with which the



PLANT OF DOWMAN-DOZIER MANUFACTURING CO.

thermometer hit the zero mark. Moreover, it possessed the advantage of uniformity and of purity. There is a tremendous difference between depending upon the natural water of lakes and rivers for ones ice supply, and getting it from a concern that produces it from distilled water that is absolutely pure. Jack Frost no longer is able to compete with Mr. Scientist in this field.

Though young, compared to many Southern enterprises, the ice industry has attained tremendous proportions, and no where is there more pronounced evidence of this than in Atlanta, the home of the Atlantic Ice Company—in which organization the ice manufacturing industry finds its greatest single unit of productive capacity. Here is an enterprise employing from three to five thousand operatives, distributed among thirty-four plants located in twenty-one Southern cities; a vast enterprise delivering five cents worth of ice to the humble cottage of the poor, or a solid train load to the packing plant of some great fruit concern.

The daily residence and store delivery service of this company requires the use of eight hundred wagons and motor trucks, and in a single year it pays out more than a million dollars in the conduct of its delivery service to consumers. In spite of the fact that there is a non-profitable period extending through about half the year, this company maintains its entire mechanical force throughout the twelve months, thus being enabled to accumulate ice against the day of unexpected need. Such an emergency arose not

many months ago, when a large midwestern city underwent a severe ice shortage, which threatened for a time to bring ruin to thousands of dollars of perishable food and, what was much worse, threatened the lives and the health of the people of the community—prattling tots and playful school children, as well as the ill and the weak of all ages.

Without diverting a single cake of ice from its regular customers, this great Atlanta organization, day after day, sent vast quantities of its product to the famine stricken city until the emergency was over. Meanwhile it functioned as usual in providing ice for Georgia's tremendous peach crop, which was moving at the same time, and which had to be kept cool if the fruit was to remain unimpaired and the producer was to realize the money which meant so much to him and to the prosperity of the state. In this, and in many other instances, large-scale production was fully vindicated.

The plants of the Atlantic Ice Company are located in Atlanta, the headquarters, and in the following Southern cities: Albany, Americus, Athens, Augusta, Columbus, Cordele, Covington, Dublin, Elberton, Fort Valley, Macon and Rome, Ga.; Chattanooga, Nashville and Knoxville, Tenn.; Montgomery, Ala., and Tampa, Jacksonville, Plant City and Palmetto, Fla. Its capital stock is owned largely by small investors who hold a few shares each, hundreds of these investors being salaried people. The president of the company, Mr. W. B. Baker, is more than a business genius. He is a student and a philosopher.

He sees in the manufacture of ice an industry that contributes vastly to the health, happiness and prosperity of the human family—an industry that ministers to the nursery and the sick room as well as to the banquet hall; that is as helpful to the farmer who is raising fresh vegetables for the market as to the great packing plant in the city—an industry, in brief, that touches human life and human happiness at practically every turn, and viewing it thus, he rejoices in maximum production at minimum cost, and in the possession of facilities for distribution second to none. Not only so, but he sees behind the industry as well as in front of it; sees the men who are producing the ice as well as the multitudes who are using it, and there is a human relationship existing between this executive and the hundreds of men under him that is as refreshing as it is rare. He is especially interested in young men, and will go far out of his way to guide aright a young fellow who gives promise of amounting to something in the world.

So, while this enterprise is one of the greatest in Atlanta, it is also one of the most human—supplying a great human need in a human way, prospering and growing because through service it helps the South to prosper and grow. It takes the public into its confidence and has nothing to hide. Indeed, large sums are spent annually in order that the people may know exactly what it is doing and by what means it hopes to accomplish its designs. One of its advertising campaigns, put on last year, attracted national attention. *Printers' Ink*, a leading journal of adver-

tising, and numerous other publications, were attracted by the novelty of a great business organization coming "right out in print" and telling the people all about its business, and devoted lengthy articles to it. When prices were up, the company told why they were up, giving plain figures which anyone could understand, and, at the same time, it promised when conditions were such that reductions could be made, that prices would go down. And it kept its word, putting the price at 50 cents a hundred to residences at a time when sixty, seventy, eighty and even a dollar a hundred, was being paid in many communities.

To give even an outline of the history of mechanical refrigeration and to describe the processes in detail, would require much space and necessarily would include many scientific facts and technical terms, so only a brief summary will be attempted here. In order to produce steam for either heating or power purposes, heat is applied to confined water; to overcome the effects of heat so that low temperatures may result, the same process is employed, but ammonia is used as the principal agent instead of water. In other words, the system of mechanical ice making or refrigeration is simply a reversal of the steam making process.

Two methods are followed in the making of ice: One known as the compression, and the other as the absorption system. The latter is used only to a limited extent. With the former, heat is applied through compression of ammonia in an engine similar in design to the Corliss engine,

and sometimes called a heat engine. Ammonia enters the compressor in the form of gas, at about zero temperature, and after compression, leaves the machine at 220 degrees fahrenheit, or higher. By mechanical means the condensers are flooded with water, which absorbs the latent heat of the ammonia gas, and the ammonia, in liquid form, is pumped through pipes to the brine tanks, and then vaporized, thus reducing the temperature of the brine water to a degree necessary to freeze the distilled water contained in the ice cans which are partially submerged in the brine tanks.

The first employment of refrigeration was by the Hindoos, near Calcutta, India. The process was by the evaporation of boiled water, which was put in shallow earthen vessels and exposed to the air throughout the night. They would sometimes do this by making an excavation in a hillside and filling it with dry cane stalks, known as non-conductors of heat. Shallow pans of boiled water would be placed over the cane stalks, and at sunrise a thin coat of ice would have formed. History does not tell us for what purpose this ice was used, but we may imagine that a part of it at least went into the preparation of juleps for the Indian Nabobs.

Early in the eighteenth century mechanical refrigeration was employed in an experimental way, but with only partial success. The commercial ice industry of today is largely due to the discovery by Dr. John Gorrie (made in the year 1850) that refrigeration could be produced by the expansion of ammonia through the application of heat. Dr. Gorrie was a Southerner, and

was then living in Apalachicola, Florida. This great scientist, a practicing physician, required a low temperature to control the fever with which one of his patients was suffering. In his experiments he discovered the principle now employed, and he invented a refrigerating machine which actually produced ice. His statue is in the Hall of Fame at Washington, and his name will go down in history, together with that of Dr. Long, the discoverer of anesthesia, as one of the great benefactors of mankind.

The first ice plant erected for commercial purposes, was in 1862, in Mexico, just across the border from Brownsville, Texas. The next plant was erected at Shreveport, La., in 1866. When ice from this plant was put on the market at Shreveport, it sold for \$20.00 per ton. In 1904 there were a total of 2,218 ice making plants in the United States, with a daily capacity of 66,220 tons. In 1919 there were 5,117 plants, with a daily capacity of 187,864 tons. Today there are probably 7,000 plants, with a daily capacity of about 300,000 tons.

The Atlantic Ice Company has several plants in Atlanta, but the most modern is one just completed at West End. Here, in a fire-proof building of steel and concrete, equipped with the most modern machinery, ice is manufactured under conditions that are as near perfect as experience and ingenuity can suggest. A vast structure, embracing thousand of square feet, it is spotlessly clean, and one who is privileged to pass through it and to see the processes by which pure, distilled water is transformed into shining blocks

of ice, is certain to leave with a higher appreciation of the purity of the product and of the skill shown in its manufacture.

On the high roofs of the building are two miniature lakes, their "bottoms" being of pure asphalt, and above these lakes the water used in the cooling process is forever dancing in the air as it is whirled about by automatic sprays. From these "lakes" the water thus cooled flows down upon the multiplicity of pipes where it serves the purpose of taking the heat out of the elements which have been busily engaged in extracting the heat from the water that is turned into ice. This water, by the way, is not that of which the ice is made. It is used for cooling and for nothing else. The water that is transformed into ice is drawn from the regular city pipes and is distilled before being frozen.

It takes fifty-two hours to freeze a 300-pound can of water, and while the freezing process is going on a slender brass tube conveys air into the bottom of the tank, and this serves to keep the water agitated until the freezing process is completed. The air used for this purpose is washed and dried before being used; another precaution on the side of safety, as the air we breathe carries many impurities.

Candy is one of the products for which Atlanta is most famous.

Sweets from this city have played an important part in courtships from the Atlantic to the Pacific and from the Lakes to the Gulf.

Gallant and discriminating young men were "saying it with Atlanta candy" long before the

belated idea of "saying it with flowers" had originated, and the good work goes on.

Atlanta candy is nationally advertised and nationally consumed and the annual output is enormous. Atlanta brands are as familiar to the North and East and West as they are to the South, and everywhere the fact is recognized that in the art of producing these delectable confections, this city is unsurpassed.

Not only has the City of Atlanta won the fine distinction of producing candy that is unsurpassed in quality and in variety, but here it is well understood that the peak has been reached in the matter of adornment. Atlanta candy is as beautiful as it is good, and the packages in which the higher grades appear are works of real art. To catch the full meaning of what is meant here, look into the windows of the great confectionery stores of the country during the coming Holidays. Note the wonderfully attractive way in which the dainty sweets are housed in boxes and baskets of the most artistic design, and the chances are you will be gazing upon the work of some of the master makers and packers of candy whose plants are in Atlanta.

In view of the part that these confections play in courtship, as well as in the most pleasant relationships of life, it is worth recording that romance had a part in the founding of one of the earliest of these enterprises and one which has gained enormous proportions. Away back yonder when the forces of Johnston and Sherman were struggling for the mastery in the great conflict between the states, and the fate of Atlanta

hung in the balance, there was in the Confederate ranks a young soldier by the name of Frank E. Block, whose home was in St. Louis.

During the struggle about this city, this young soldier became so much impressed with its possibilities that he made up his mind that if he lived through the war he would locate here. However, when the war ended and he found himself among the survivors, there was a matter that he wished to attend to before casting his fortunes with the then stricken city, and herein is where the element of romance enters. Back in Missouri there was a charming young lady whom he greatly desired as a life partner, and when hostilities closed he returned there and was married. Then, with \$25,000 in cash, which was a large sum in those days, he came with his bride to Atlanta and here laid the foundation of the great business structure that is known today as the Frank E. Block Company.

This enterprise was started in the upper story of a building on Broad street between Alabama and Hunter, the structure being the property of Ex-Governor Joseph E. Brown. A warm friendship sprang up between Mr. Block and Governor Brown, and the latter came to admire greatly the business capacity of the former; so much so that presently he insisted upon erecting for Mr. Block a plant that which, for many years, was looked upon as the model manufacturing plant of Atlanta. This building still stands at the Southeast corner of Pryor and Alabama streets, and its splendid condition today testifies to the careful attention Mr. Block gave to its erection. Gover-

nor Brown furnished the money, but all the details of planning and erection were left to Mr. Block.

The company, whose market at the outset was limited to Georgia and parts of Alabama, is now selling its products in half the states in the Union and maintains a sales force of thirty-five people. Its advertising appropriation is one of the largest in the Southeastern states, and the publicity that is given its products through more than fifty newspapers does much to keep Atlanta and the State of Georgia before the public. The plant is the largest of its kind in the South and one of the largest in the United States. It gives employment to more than 700 people and the company prides itself upon the fact that practically all of this great force is made up of Southern-born white people. Its payroll is said to represent the largest percentage of Anglo-Saxons found in any plant of a similar character of which there is a satisfactory record. Another notable fact is that it has on its pay rolls more than a hundred people who have been connected with the enterprise for over 20 years. One of the reasons for this continuity of employment is that the company is zealous in fostering the welfare of every member of the big family. Evidences of this is found in the fact that it operates for its employes one of the most attractive cafes in Atlanta, where is furnished the best that the market affords at a very nominal figure.

The company, in producing its candies, chocolates, crackers, etc., uses a very large percentage of Southern products. Most of its sugar comes

from Savannah, most of its flour from Tennessee and its pecans and peanuts from Georgia. When running at full capacity, the plant consumes a car load of Georgia peanuts every week. Officials of the company pay high tribute to the Georgia peanut and the Georgia pecan, saying that they are superior to any others. Its butter, the company obtains from Georgia and Southern Tennessee, while the coal consumed by the plant comes from North Georgia and Southern Tennessee.

In addition to the manufacture of candy and crackers, the Block Company makes its own boxes, cartons, tins, etc., the plants in which these things are produced keeping large forces busy at all times.

This company, by the way, is said to have been the first to manufacture marshmallows in the United States. Oddly enough, however, it was not possible to market the product direct, and for a long time these Atlanta made marshmallows were shipped to New York, where they were distributed to all parts of the country. The remarkable spectacle of marshmallows made in Atlanta being sent to New York and then sent back to Georgia, and other parts of the South, was witnessed during all these years—a condition due to the fact that for a long time the people of the South seemed to think that a thing to be good would have to come from the North! The Block Company made these marshmallows for seventeen years before their manufacture became general, and the profit upon this one product had much to do with making the company the great

institution that it is today. The present capacity of the plant is 250,000 pounds of candy and 200,000 pounds of crackers per week—a total of 450,000 pounds of products per week.

Recreational features are encouraged by the company, which has a baseball team in the Atlanta Manufacturers League. These features command much interest on the part of the employes.

Mr. Frank E. Block, the founder of this enterprise, died about two years ago, but it is moving on to increasing greatness under the presidency of Mr. Brooks Morgan, whose business genius is widely recognized.

The Norris Candy Company, of Atlanta, is perhaps the largest exclusive manufacturers of strictly high grade candies. The plant consists of an eight-story building, modern in all its appointments, including a plant for the manufacture of the dainty containers in which the wide variety of products go to the consumers. The "raw material" for these products come from widely scattered sections. Georgia furnishes the pecans, strawberries and honey; Canada supplies the Maple sugar, Spain and Italy the almonds and France the walnuts. Chocolate comes from Trinidad and nuts from Brazil. F. E. Lowenstein is president of the Norris Company, whose products go to practically every state in the Union and which are kept constantly before the public through the expenditure of about \$100,000 a year in national advertising. The Nunnally Company is another large producer of fine candies and another large advertiser in national publications. In addition to these leading producers,

there are numerous smaller concerns, and Atlanta's annual output of high grade candy approaches \$5,000,000 in value. The local consumption of such candies is estimated at \$300,000 per year. About 2,000 people, most of whom are women, are employed in the industry.

Those identified with the industry say that the Climate of Atlanta is ideal for candy manufacture, being surpassed in this respect by few places on the globe.

The ice cream industry also flourishes in this city the products going into a wide territory. And, of course, there are numerous manufacturers of bread, cakes and similar products for the table. These manufacturers find an abundant source of basic "raw material" at the great flour mills in their own community.

Those who have taken the trouble to inform themselves concerning the early days of Atlanta, when it still was a struggling village with the future shrouded in doubt, must be struck by the frequency with which names that were familiar to the business life of the community at that far period, appear upon the sign boards today, testifying to the long life of many of the pioneer institutions. This is particularly true of the great retail establishments which have done so much to convert Atlanta into one of the most popular shopping centers in the South. Such names as Rich, High, Chamberlain, Johnson and DuBose, are familiar in Atlanta today and were equally familiar long before the present generation came upon the scene. They emphasize the element of continuity which runs through the commercial

fabric of the community, and bear witness to the permanency of the business structure.

The store of M. Rich was founded in 1867, the founder being Morris Rich, who opened a modest little establishment upon Whitehall street which bore no resemblance whatever to the magnificent retail establishment of today, and still less to the magnificent new home of the firm which soon will be under construction and which will be the finest department store in the South.

The J. M. High Company, another landmark among Atlanta's business establishments, was founded in 1880 by Joseph Madison High, a native of Madison county, Georgia, who came to this city and entered the drygoods business when twenty-five years of age. The firm was first known as High & Herrin and was located at 46, 48 and 50 Whitehall street. In a short time, the interest of Herrin was bought, and the firm continued as J. M. High and Company.

These houses, together with Chamberlain-Johnson-DuBose and Keely & Company, represent a quartet of hardy pioneers that have added lustre to the fame of Atlanta as a shopping center. Many others are adding to this fame today, including such houses as Davison-Paxon & Stokes and J. P. Allen & Company. Among the wholesalers in this line, John Silvey & Company date back almost to the beginning.

An Atlanta invention, out of which the inventor received nothing except increased convenience for himself, but which might have proved the basis of a fortune if it had been patented, is a side-door truck, or moving van. For years large and heavy moving vans have been blocking the

streets of American cities while backed up against the curb for loading and unloading, and while every one recognized the fact that it was something of a nuisance, it seems not to have occurred to any one that it could be obviated by a very simple arrangement, until T. F. Catchcart, of Atlanta, designed a van having a door on the side of the car at the right hand front. Then the simplicity of the idea was seen at once, and now cars of this type are in use in many parts of the country, their number increasing constantly.

Because of this new idea, the van can draw close against the curb and load or unload without blocking the street. But this is only one feature of the car designed by Mr. Cathcart, for in addition to the door at the side, right up in front, there is a large space above the driver's seat where is stored the heavy quilted pads with which furniture is protected. The neatness of this arrangement, aside from the convenience, is found in the fact that the pads go on as the goods enter the van, and come off as the goods are unloaded, thus never leaving the interior of the van and never coming in contact with the ground or being exposed to the weather. This idea, which Mr. Cathcart devised for the better handling of his own business, has been freely bestowed upon others. Magazines and newspapers all over the country have carried stories about it, and the representatives of various firms have come to Atlanta to see how the body is built, with the result that duplicates are now found in many other cities.

Mr. Cathcart, the inventor of this new form of hauling van, is at the head of a great warehouse concern in Atlanta, which is now engaged in the erection of the most modern storage warehouse to be found in the entire South. It is being built of steel and concrete, is seven stories in height, and will be as near fire-proof as a building can be made.

The first floor of this building will contain the main offices, the packing room, the loading and unloading court, and a storage vault for silverware that will provide protection to valuables that is absolute. The walls will be 18 inches thick, of steel covered with concrete. The second floor will contain the private offices, piano rooms and trunk rooms, the latter being so arranged that any one having a trunk in storage may get to it at any time without the slightest delay or trouble. The third floor will be devoted to private rooms, with fire-proof doors of steel, and rug rooms, where the finest materials of this character may be stored without fear of damage. The four other floors will be devoted to storage as is generally understood, provision being made on the top floor for the care of automobiles in storage.

Before making the plans for this magnificent warehouse, which is to take the place of three that are now in use, Mr. Cathcart visited the most modern places of the kind in the country, and the new Atlanta building will be what the contractor refers to as "the last word."

Thousands of people pass the comparatively small seed store of the H. G. Hastings Company on West Mitchell Street, every day and it is



UPPER—PLANT OF THE ATLANTIC STEEL CO.
LOWER—ATLANTA PLANT OF THE KLEIBER MOTOR TRUCK CO.

doubtful if one-half of one percent of them know that back of this store is a vast building which houses the greatest mail order seed business in the South, and one of the very largest in the United States. Yet this is a fact. Not only is it an institution of great magnitude in the volume of business transacted annually, but it is of immense importance in the promotion of Southern agriculture along the best and most profitable lines.

Mr. H. J. Hastings first engaged in the nursery and seed business in Florida twenty-three years ago, but when the great Atlanta Exposition of 1895 was held he visited this city and here conceived the idea that a great mail order business might be established to serve the entire South. With this idea in mind, he paid repeated visits to Atlanta, investigating various phases of the subject, and finally in 1897, came here to engage in business. He was won to the city by reason of its obvious advantages as a distributing center.

When he started in business, the total floor space amounted to 7,500 square feet and the employees, during the busy season, numbered from twelve to fifteen. As an evidence of the way in which the enterprise has grown, it may be stated that the floor space is now 100,000 square feet and the employees during the busy season number from 250 to 300. At the outset he sent out 35,000 catalogues. During the present year his distribution of catalogues was 1,500,000 copies and the postage bill was \$85,000. The customers mailing list now contains more than a half million names.

The supreme purpose of Mr. Hastings has been to develop for the South a seed business that could serve the South to the greatest possible advantage. To this end countless experiments are carried on upon a large farm owned by the company, and no effort is made to market anything that is not found by experience to be suited to the soil and climatic conditions of the South. A comprehensive campaign of education is carried on, the purpose being to lead the agriculturist of the South into the adoption of the crops that are best suited to Southern conditions and which may be produced with the maximum of profit. Plants from all over the world are brought here and are subjected to exhaustive tests to determine their worth to the Southern producer, and the endless investigation and experimentation thus carried on has been and is a tremendous factor in adding to the profits of Southern farmers, fruit growers, etc.

No plant in Atlanta better illustrates the fact that this city is an ideal location for any enterprise which seeks to cover the Southern territory, and its uninterrupted prosperity is a striking illustration of what may be accomplished when an institution concentrates upon the needs of a people it is equipped to serve.

CHAPTER XVIII.

ADDING WEALTH TO ATLANTA

THE magnitude of the steel industry in Atlanta is an unexpected revelation to the visitor. One looks for enterprises of this character in the great mineral sections of the country, but scarcely expects to find a gigantic establishment of the kind in the heart of the peach belt. Yet here is a far-flung enterprise, spread over some seventy-five acres, turning out products that penetrate all parts of the Southeast, and make their way into foreign lands.

Vast, pulsing with activity, and manufacturing a wide variety of products, the plant of the Atlantic Steel Company constitutes a magnificent tribute to the advantages possessed by Atlanta as a distributing point—advantages that have made it easily possible to overcome what one might consider the disadvantage of being located outside of the iron producing centers. For this institution is a distinct and emphatic success.

Started in 1901 with a view to manufacturing cotton ties for the South, and having only an eight-inch mill, it grew with prodigious rapidity and today is one of the great enterprises of the South, producing vast quantities of bars, nails, wire, hoops, spikes, cotton ties, woven wire and barbed-wire fencing, and producing its own steel for these purposes.

Activities begin in this plant with the manufacture of steel, a process that is of never failing in-

terest to the visitor because of the magnificent pyrotechnic displays by which the handling of the liquid metal is attended. The steel is made from Birmingham pig iron, mixed with "scrap," which comes from all parts of the country.

The manufacture of cotton ties and hoops involves another colorful operation, the thin bands of steel coming from the rolls in what seems endless ribbons of fire, and serpentine performances of a similar character are witnessed in the wire mill, but most interesting of all is the department in which woven wire fencing is manufactured. The intelligence with which the great machines work is truly amazing, receiving multiplied lengths of galvanized wire and weaving them into patterns of varying widths and designs with a speed and accuracy that is truly wonderful.

In point of color, the rod and tie mills have the advantage, but when it comes to noise, then the nail mill reigns supreme. Here, where machine after machine grinds out nails of all sizes, the din is terrific. These machines also work with what seems almost human intelligence, receiving wire from great spools at one end and turning out a shower of finished nails at the other.

This huge and busy establishment is the outcome of a movement launched in 1900 by a number of Atlanta business men who felt that the advantages of the city as a distributing center, and its location with reference to the cotton belt, made it an ideal location for an industry of this character. They organized the Atlanta Steel Hoop Company and in 1901 erected the first unit of the present great industry. This unit consisted of one

eight-inch mill. Steel billets were purchased in the open market.

So successful was this enterprise, that it was decided in 1905 to begin the manufacture of steel, and an open-hearth furnace and blooming mill was built, together with a rod mill and a wire mill, and the name was changed to the Atlanta Steel Company. In December of 1915, the plant was purchased by a New York man, who sold it forthwith to the Atlantic Steel Company, the present owners, under whose proprietorship it has enjoyed continuous growth.

The value of this plant to Atlanta from an educational standpoint is very great. Situated not far from the Georgia School of Technology and maintaining the most friendly relations, it is a prime factor in providing the opportunity for practical application of technical knowledge. The president of the Atlantic Steel Company, Robert Gregg, is a "Tech" man and hundreds of graduates of this institution have been taken into the steel family over which he presides.

Mr. Gregg, by the way, is the youngest man I have ever seen seated at the executive desk of a great industrial organization. He was graduated from the Georgia "Tech" in 1905, took a course at Cornell and then began work in the plant over which he now presides. Another big steel man in the South, who came from Georgia "Tech," is George Gordon Crawford, President of the Tennessee Coal, Iron and Railroad Company, and other subsidiary organizations of the United States Steel Corporation in Alabama.

To students of history, there is an element of interest in the fact that the wide-spread plant of the Atlantic Steel Company is situated upon the ground over which the Federals and Confederates fought after the former had forced their way across Peachtree Creek in the crusade to capture Atlanta. A wilderness then, it remained so for many years after the war, but now evidences of a teeming life are found on every hand.

The transformation that has been wrought is almost unbelievable, and this great steel industry has been a mighty factor in bringing it about. The plant as it now stands consists of three 60-ton basic open hearth steel furnaces; one twenty-five inch blooming mill, one fourteen inch continuous billet and sheet bar mill, one semi-continuous ten-inch and eight-inch rod and bar mill, two hoop and band mills, two automatic and one hand-feed spike machines, fifty wire-drawing blocks, fifty nail machines, two staple machines, twenty barbed-wire machines, fully equipped annealing and galvanizing plants, and a cooperage plant for the manufacture of kegs in which to pack and ship nails and staples. Serving all of these agencies is an elaborate system of transportation, consisting of miles of railway track, locomotives and cars, traveling and locomotive cranes, conveyors and the like, by which both the raw and finished materials are handled with a maximum of efficiency. Immense warehouses add to the impressiveness of the whole.

Atlanta has many other industries that are large consumers of steel. Farm machinery, agricultural implements, culverts and like pro-

ducts are turned out upon a large scale, and there are many important foundries and machine shops. The largest overhauled locomotive business in the South is done in this city and here is found the largest rebuilt car and locomotive plants in the country. It also has one of the largest stove and range manufacturing enterprises in the South and one whose products have done much to make Atlanta famous both as a manufacturing and distributing center. Stoves and ranges from this Atlanta plant have gone into the Southeastern states for thirty-three years, with an ever increasing demand.

The experience of the Atlanta Stove Works is typical of the experience of many other industrial enterprises. Beginning business in 1889 with only one line of stoves, made in two sizes, this firm has grown until it turns out thirty-two different lines of cook stoves and heaters that are made up in over two hundred sizes.

Since stoves and ranges are among the most essential articles of every day use and are found in practically every household in the land, perhaps a brief description of how they are made may be of interest. In the plant of the Atlanta Stove Works the point of beginning is at the furnace where the metal is melted. Near this furnace are the floors where the patterns are laid in the molds and the molds are made ready to receive the molten metal. These molds are composed of a very fine, gritless sand which leaves a smooth surface, and the impression which is to be reproduced is made in the sand by means of a pattern, identical with the object to be reproduced.

When the molds are made ready they stand in long rows, and then the molten metal is brought forward and "poured" into the molds. When the metal has cooled off, then the molds are broken up and the parts, which have just been cast, are placed in great "drums" which whirl around and around and tumble the parts about, during which process they are beaten with marbles and "spanked" with straps of leather until lingering grains of sand have been removed and a smooth surface has been produced. The parts are then ready for drilling and trimming, and when these processes are through with, each part goes to its proper place for assembly into a finished stove or range. Such parts as require nickel, go to the plating room, where they are plated, given a high polish, and then wrapped in tissue paper before being dispatched to the assembly room.

In the assembly room the parts are so placed that each of the more than 200 different kinds of products may be put together with every leg, side, top, bolt, nut, etc., in easy reach. As each stove or range is assembled in this way, it goes to the store room and is ready for shipment, complete in every detail.

The patterns from which the products are made are first produced in wood—a wooden part being made for every part that is to appear in the finished stove or range, and many hundreds of these are required. These are known as "master patterns" and are highly expensive. They are used only to make the first perfect patterns of metal, and then the metal patterns are used thereafter.

Atlanta has something like five hundred manu-

facturing establishments, covering a wide variety of products. Now a systematic and highly intelligent effort is being made to supplement the number by adding thereto certain industries manufacturing articles, the raw materials for which are easily available. To this end, a careful survey has been made to determine what line of industries are best adapted to this district and which would be most likely to prosper by reason of natural advantages. This fact having been determined, the Chamber of Commerce is making a special effort to develop enterprises along the lines suggested, rather than following a haphazard course.

The survey in question was made by T. Poole Maynard, Ph.D., and it shows that conditions in the Atlanta district are particularly suited to the manufacture of pigments, of oil cloth, refractories, Portland cement, pottery products, wood-working plants and paper. This survey based upon an accurate knowledge of the resources possessed by the territory embraced in and contributory to the Atlanta district, and having the weight of unusual technical knowledge, is of great value. It has been put in pamphlet form by the Chamber of Commerce and copies may be obtained on request.

The second great exposition given in the United States was presented in Atlanta in 1881—the International Cotton Exposition. It followed the Centennial Exposition in Philadelphia by five years, and relatively was quite as great a success. But this is not a story of that exposition, but of a

great industry which grew out of it and which is today one of the leading institutions of Atlanta.

The main building of the International Cotton Exposition was an immense affair, built in the form of a huge cross, and it was erected for permanence. When the exposition had closed its doors a number of thoughtful citizens began to wonder if some practical use could not be found for the building. Finally a group of prominent citizens got together, and decided to organize a cotton mill company, with the exposition building as the basis. A company, thereupon was formed with Hugh T. Inman as President. They named the company "The Exposition Cotton Mills," and began immediately to carry their plans into execution. The grounds, which belonged to the city, were acquired by purchase, and improvements and additions began at once.

The success of the enterprise was immediate, and its record is one of continuous growth. As time went on, the old exposition building, as far-flung as it was, became entirely too small, and additional buildings were erected, with the result that today the enterprise covers many acres of ground and the original structure is overshadowed by immense new units. It has proved one of the great industrial successes of Atlanta, but this is not the most interesting feature relating thereto. One glance is enough to convince one that it is a human institution, not a mere manufacturing plant, for about it is an atmosphere that is different. Well kept lawns, blooming flowers, pleasant walks, all proclaim appreciation for that which is beautiful and harmonious. And when one probes

deeper, he discovers an even finer thing; for here the human element finds the highest appreciation. Here one finds a kindergarten where the little children of the mill are entertained while their tiny hands are trained and their eager minds are fed. Here also is a day nursery, where tots are tended by skilled nurses, and here is a free clinic, where employes may obtain the best attention. The building in which these, and many other activities are carried on, is a model of its kind. It contains, in addition to the nursery and the kindergarten, dining rooms, play rooms, dormitory, etc., while the spacious grounds in front contain swings, slides and other equipment designed to add to the joy of childhood.

Clubs are numerous. There is a Mothers' Club, club for boys and girls of varying ages, and clubs whose members apply themselves to sundry forms of exercise. Then there is a theatre, and a band—a band whose members not only furnish excellent music for the enjoyment of their fellows in the community, but who go out every now and then and give concerts for the enjoyment of others. For the thrifty there is a savings bank, where many employees are laying the foundation for future prosperity. The president of this company is George S. Harris, one of Atlanta's far-seeing executives.

The success of the Exposition Mill, had much to do with the growth of the cotton milling industry in the South. Expansion along this line was very slow for a number of years, but by 1890 it had been demonstrated in this Atlanta plant that enterprises of this character could be made to suc-

seed in a big way, and from that time on the establishment of industries in this line became a not unusual development.

The Fulton Bag and Cotton Mills is another great industry that finds Atlanta a convenient point from which to distribute goods to the markets of the world, and there are several smaller enterprises connected with the textile industry.

Constituting as it does the automobile center of the South, where practically every manufacturer of cars and accessories have important agencies, it is eminently fitting that Atlanta should also have an automobile factory where machines are produced that are capable of holding their own in this field of relentless competition.

The Hanson Motor Company, of Atlanta, has a large and thoroughly modern plant with a capacity of twenty cars a day. The organization specializes on aluminum bodies, and a light, high-powered, graceful and artistic product is turned out that is growing constantly in favor. Atlanta made cars appear on the streets of the great cities of the North and East as well as in the South and West, and they have been exported to Australia, New Zeland, India and South America.

This company was organized in the spring of 1918, with capital stock of \$1,500,000 paid in, and a large modern plant was erected. Later the plant of the American Motors Export Corporation at Jacksonville, Fla., was taken over, this plant having been erected at a cost of \$165,000. There are some four thousand stockholders in the Hanson Motor Company, of which George W. Hanson is the presiding genius.

Another important industry in this connection, is the assembly plant of the Ford Motor Company; a huge and active enterprise which serves the Southeastern territory.

The Kleiber Motor Truck is another Atlanta product that is widely known throughout the United States. It is made in a modern plant and is produced in practically every known type, from light business trucks to the heaviest type of oil tank and construction vehicle. The Kleiber Motor Truck Company began the manufacture of trucks in San Francisco years ago and the Atlanta plant was established about two years ago. It was quickly outgrown and the capacity is now to be more than doubled. The president of the company is Paul Kleiber, of San Francisco; the General Manager Ed Kleiber, of Atlanta.

Long before the idea dawned upon the masses that there was even a remote possibility of swinging doors and brass foot-rails going out of style, certain Atlantans, perhaps gifted with a sixth sense, began to prepare for a prolonged period of drouth, and when the Volstead act became a law and the people of this country found themselves without the morning cocktail, this city already had become distinguished as the "soft drink" center of the globe.

Herein was another sharp departure from things as they used to be. In ante-bellum times to think of the South was to visualize a wide veranda, upon which rested a distinguished looking Colonel whose garments were as white as the great round columns that supported the roof. By the Colonel was a table and upon the table was a tray, and

upon the tray was a tall glass containing a nectar of some kind, and topping the glass was a spray of mint. That was the South of popular fancy. All Southerners were Colonels and all Colonels took their juleps.

In the light of this conception of the South, of more than passing interest is the fact that the South led in the long, hard fight for National prohibition, and that practically all the South was "dry" before the country as a whole decided that it could get along without distilleries and saloons, and also without experiencing that which has been described as "the cold, gray dawn of the morning after."

Coincident with the growth of prohibition sentiment in the South, there developed a new industry which attained tremendous proportions—the manufacture of "soft," or non-intoxicating drinks. One of the most outstanding pioneers in this class originated in Atlanta, and has developed into a colossal industry.

Coca-Cola was the first of these drinks to become nationally famous. Designed originally as a headache medicine, it developed into a beverage and became the basis of what is perhaps the greatest fortune in the Southern States. Its manufacture began in 1886, the output for that year being 26 gallons of syrup. The business for the present year, 1922, will not fall below fifty million dollars. In 1886 the syrup was made in the basement of a drug store. Today there are plants in many parts of the country, and also in foreign countries.

This concoction originated with Dr. J. S. Pemberton, who at that time operated a little labor-

atory at 107 Marietta Street. Dr. Pemberton was constantly experimenting and in 1886 he conceived the idea that there ought to be a drug of some kind on the market that one might take at soda fountains and obtain relief from headache. Just at this time the Kola nut was attracting widespread attention and it was hailed as a wonderful reservoir of medicinal values, a sort of cure-all that was destined greatly to bless the human race. Dr. Pemberton used it in combination with coco and produced what he called the "Ideal Brain Tonic," not a beverage but a remedy for aching heads.

At this time Asa G. Candler, now reputed to be the richest man in the South, was the proprietor of a drug store and it was here that Dr. Pemberton came for his supplies. In 1888, two years after the koko-colo combination had been made, the inventive physician had become so indebted to Candler that he found it easier to sell out than to pay out, and he disposed of his plant to Asa G. Candler. Thereupon Samuel C. Dobbs, then a clerk in the Candler drug store, got a one-horse wagon and, going around to the Pemberton laboratory, hauled the whole outfit to the drug store in one load. A little copper kettle was then set up in the basement for the manufacture of the syrup.

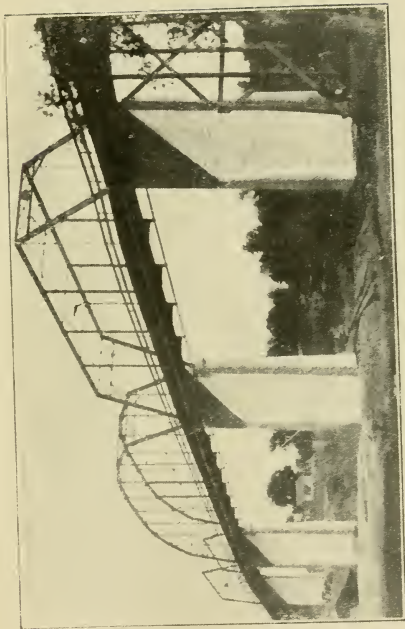
The idea of using the preparation as a beverage rather than as a medicinal preparation was then adopted, as was the now famous line "Delicious and Refreshing." As a matter of course, the formula was changed somewhat when this decision was reached, and when the new drink appeared it was received with a fair measure of favor. Bit by bit the business grew during the first year,

and then Sam C. Dobbs was put on the road to push the proposition. A little advertising was also done, and to this there was some response.

By 1892 the business had grown to such an extent that Candler closed out his drug store and began to give his entire time to the drink which had become known as Coca-Cola. The plant was moved to a loft on Decatur Street. The next move was to an old residence at Auburn and Ivy streets. Then, in 1896 came the first factory, erected at Edgewood Avenue and Coca-Cola Place. The business was growing now at a rapid rate, and presently additional plants began to appear—one in Philadelphia, another in Chicago and a third in Los Angeles. Meanwhile the home plant was outgrown and a new building was erected on Magnolia Street; a structure designed upon such broad lines that it was deemed big enough to serve the purpose for years. But it, too, became inadequate and in 1920 the great plant at North Avenue and Plum Street was erected. Meanwhile numerous other plants were erected in this and in foreign countries.

Stock in the pioneer company, some of which was given away in the early days just to get important firms interested in pushing the new drink, afterwards sold for fabulous sums—shares of the par value of \$100 selling as high as \$25,000 in a few instances. The enterprise was purchased recently by Eastern financial interests who paid \$25,000,000 for the holdings.

The success of this drink is the most spectacular development in the history of the industry, but the story of the bottling end of the business forms a



ATLANTA MADE BRIDGES SERVE TRANSPORTATION THROUGHOUT
THE SOUTH (AUSTIN BROS. BRIDGE CO.)

good second. The bottling privilege was disposed of by Mr. Candler to J. B. Whitehead and Ben Thomas, of Chattanooga, for a very nominal consideration, his idea being to find new outlets for the syrup. Now the bottling business forms a colossal enterprise. Plants cover this and foreign countries, and the Chattanooga gentlemen have found their end of the business a veritable gold mine.

Not only has the parent bottling concern grown immensely wealthy, but large fortunes have been made by local bottlers. In fact a regular chain of millionaires has developed out of this end of the business.

Typical among these bottling plants is that of the Coca-Cola Bottling Company of Atlanta, whose owners have reaped a fine fortune out of the business. A remarkable place is this plant, where huge and complex machines perform miracles in sterilizing bottles, in handling ingredients with exactitude, and in delivering a product that could not be handled half so well by hand, however eager one might be to observe all the rules of the sanitary code. A clear, sparkling and uniform product is the standard, and these intelligent machines observe the requirements with a nicety that is little short of amazing. Every bottle is made sterile, every bottle receives the same amount of ingredients, and every bottle goes out sealed in identical fashion.

While Coca-Cola leads the "soft" drink industry by a wide margin, there are many others following in the wake. The aggregate output is enormous, and Atlanta stands preeminent as a pro-

ducer of thirst quenching beverages, all made under the most favorable conditions in an atmosphere of competition that demands the best of which the producers are capable.

Atlanta also enjoys the distinction of being one of the great proprietary drug centers of America. It is the home of several of the best known and most widely used medicines in the country, and the annual business runs into the millions. Perhaps the most spectacular success in this line is "Tanlac," of which over thirty million bottles have been sold in the last few years, and which made a large fortune for its promoter. There are scores of others, among the oldest and most familiar being "S. S. S." These products, nationally advertised and nationally used, not only bring large sums to this city every year but are a factor in keeping the community in the public eye. And, speaking of drugs, reminds me of an interesting development growing out of the drug business.

The introduction of the penny, or one cent piece, into Atlanta, and the South for that matter, came about in the middle 'eighties, and was the result of an unusual drug trade development in this city.

Prior to 1885, the five cents piece was the smallest coin in general circulation in the Southern States, though occasionally one encountered a large and queer looking coin of the value of two cents. It was the almost universal custom to close odd-cents transactions by giving the benefit to the one having the major interest. If a bill of merchandise came to \$2.23 then the customer paid the merchant \$2.25. If, on the other hand, the total was \$2.22, the customer paid \$2.20. There was, as

a rule, little appreciation on either hand of the value of the odd cent.

This condition ran along until 1885, when Dr. Joseph Jacobs, a pioneer druggist of Atlanta, conceived and created the "cut rate" drug store, now so common throughout the country. In inaugurating this system, he decided to make the exact change, and to this end he had the Merchants Bank send to the mint and get him one thousand new pennies. These freshly minted coins, looking not unlike five dollar gold pieces, attracted much attention and became very popular, as did the idea of making even change. In a little while it became necessary for the banks to order many thousands of these coins, and they quickly came into general use, not only in Atlanta but throughout the State.

The spectacular success achieved by the "cut-rate" Atlanta store, and the widespread advertising it received as the result of the bitter and sustained fight made against it, resulted in many other enterprises of a like character being opened throughout the South, and soon the once despised penny had come into its own. All lines of business began to take advantage of the popularity of this little coin, goods which theretofore had been selling for one dollar being marked down to ninety-eight cents, etc. Dainties for children, which had been sold for so many years for a nickel, appeared at a cent each, and thus the idea spread until finally the penny slot machine appeared, with its numerous offerings, and until the World War sent the price of white paper sky-rocketing, papers selling for one, two and three cents were published in a number of Southern cities.

In view of the universal application of the cut-price idea at this time, it is interesting to recall the excitement it created when first introduced, but difficult to realize the intensity of the feeling that it served to arouse. It attracted national attention. Trade journals were full of it; the daily newspapers carried the latest developments, and legal aspects of the proposition were fought out in the courts. Feeling was intense, adjectives of every conceivable kind being hurled at Dr. Jacobs, as well as those who sought to follow in his footsteps. Many wholesale houses and manufacturers refused to sell to the cut-rate stores, and it required numerous legal battles to establish the right of these concerns to buy goods and to sell them at their own prices. However this right finally was established, and today these cut-rate stores are found in practically every city. That they were born in Atlanta is not generally known, but it is a fact, and the man who initiated the plan is Dr. Joseph Jacobs, who still is engaged in business here, operating a drug store that was started in this city by Dr. James Taylor in 1854. Dr. Jacobs came here in 1884 from Athens, where he had opened a drug store in 1879. He purchased the Taylor Drug Store upon his arrival in this city, and today it is one of the most famous institutions of its kind in the country, due to its identification with the cut-rate movement.

For many years Atlanta has been the only city South of Philadelphia in which all-steel doors, steel windows and steel stairways are manufactured, and during all this time the wisdom of using fire-proof materials has been proclaimed

throughout the South. As a result one observes that tremendous progress has been made in fire-proof construction during the past fifteen years. Builders who once were satisfied with materials that retarded flames now demand, for the best construction, materials that are impervious to flame.

The pioneers in the manufacture of these non-inflamable building materials, are the Dowman-Dozier Manufacturing Company, whose immense plant is the outgrowth of a little shop established some twenty-two years ago, and which played a rather inconspicuous part until Graham P. Dozier, now the executive head of the enterprise, conceived the idea that the great need of the South was for a type of construction that would make impossible the enormously heavy losses occasioned by fire, and which would also bring about material reductions in the large sums Southern owners had to pay for protection against loss from this source.

The weak points in Southern construction, as he saw it, were windows, doors, stairways and roofs, and painstakingly he began to produce materials which would correct these defects. Having begun the production of hollow steel doors, windows and so forth, he was not satisfied with his own conclusions as to their merit, but took the goods to the famous Underwriters' Laboratories in Chicago and stood by while they were put through the most exacting tests. As an illustration of how these tests are made, it may be stated that one of these hollow steel, Atlanta made windows was built into a brick wall at the Under-

writers' Laboratories and then subjected to a fire test of one hour's duration, the fire being directed against the weather side of the window and registering one thousand five hundred degrees—a temperature several hundred degrees higher than will be encountered in the most serious conflagration. At the end of this period, while the steel frame and the wire-glass still were at an enormously high temperature, a stream of water was turned on the window by a fire hose at a distance of only twenty feet. When the window was cooled after this rigid test, the points of the sash members sill were intact and the window was securely in position. The flames did not get through the window at any point, even after the glass became softened when the temperature reached 1360 degrees. This test established the fact that the window was what the makers wanted it to be, and so with the other products.

In order to be in position to guarantee to users that every piece of material turned out was equal to those tested in Chicago, this Atlanta firm arranged for all of its products to be inspected by the Underwriters Laboratories, and from that day to this the goods carry a label which shows that before they left the factory they had undergone the rigid inspection of this great agency in the promotion of fire prevention.

The value of these products has been extensively advertised and as a consequence, Atlanta has furnished the doors and windows for many of the South's most superb hotels and office buildings, all of this equipment being manufactured by the Dowman-Dozier Company. In addi-

tion to making hollow steel doors, windows and stairways, and sundry patterns of roofing, the company turns out immense quantities of conductor pipes, ridge rolls, conductor heads, volutes, ventilators, metal ceilings, skylights, ornamental cornices and the like. It is not only an important Atlanta industry but an enterprise that is important to the entire South, because of the vigorous missionary work it carries on to save money for Southern property owners by cutting down fire losses and reducing fire insurance rates.

During the World War, the Dowman-Dozier plant practically was taken over by the Government, its use being tendered by Mr. Dozier, and here almost impossible feats were performed in supplying the vast quantities of metal requirer in the erection of cantonments in Atlanta, in Macon, in Montgomery, in Anniston, in Augusta and other Southern cities. Mr. Dozier was left in complete charge of the plant and under his supervision stupendous quantities of materials were turned out in record time, the total output being immensely greater than the owners had conceived to be possible. In speaking of the calls made upon his plant during that time of stress, and the apparent impossibility of supplying the ever increasing demands, Mr. Dozier paid a fine tribute to the men in the ranks. He said: "When the demands grew far beyond all expectations and came, backed by such urgent appeals for prompt delivery—as the cantonments had to be made ready without a moment's loss of time—I would get the boys together and explain the situation to

them, saying 'Our country calls and now is the time to show what is in us,' and then they would go to it. This made the performance of miracles possible, and we were enabled to deliver the goods in every instance."

Among the many splendid buildings in Atlanta that are equipped with Atlanta made doors and windows of steel, and which have metal molding etc., made by this plant, are the magnificent new Fulton County Courthouse, the Ansley Hotel and the United States Government building. All through the South buildings of similar importance are found to be equipped by the same organization in the same way.

An interesting feature about this type of door and window is the finish. They are turned out in any color, or in imitation of any kind of wood, and may easily deceive the eye. The next time you see a beautiful door of polished mahogany in a great office building, hotel or public building, examine it closely, or make inquiries, and the chances are that it is an all-steel door, made in Atlanta, and that it was put there for the purpose of furnishing the maximum of safety. Even bird's eye maple is so skillfully imitated that close examination is necessary to detect the fact that one is looking at steel instead of wood.

Another unusual Atlanta enterprise whose products go into far places, is the plant of the Bailey-Burruss Manufacturing Company, operating an establishment at East Point, which is one of Atlanta's busy industrial suburbs. This firm manufactures and designs elevating, conveying and transmission machinery for oil mills, fertil-

izer factories, cement plants, milling plants, etc., and machinery for cleaning, handling and screening. Its products not only go into all parts of the South but are shipped to the North, East and West and find their way into foreign countries. It is an enterprise that knows no geographical limitations, and it carries the fame of Atlanta as a manufacturing center into far places. Even China is represented among the foreign countries whose manufacturers have purchased equipment from this Atlanta concern. The president of the company is J. O. Bailey, an engineer of wide practical knowledge and a really great expert in his particular line.

Still another Atlanta manufacturing plant whose products are known far and wide, and have been so known for many years, is that of the Atlanta Show Case Company. This enterprise was started in 1885 in a small building on Decatur Street, being located up-stairs over a saloon. Here a few old-fashioned show cases, such as used to be placed upon the counters in stores, were turned out. The business grew and attracted the attention of competitors in Nashville, Tenn. They came to Atlanta and bought the plant, largely with a view to getting rid of it, but investigation convinced these gentlemen—the present owners—that Atlanta was an ideal site for such an enterprise, and instead of closing the shop and taking the machinery and materials to Nashville, they concentrated their energies toward its further development. The result is the magnificent business of today.

It is an interesting fact that a child was responsible for the creation of the modern show case, with its sheen of glass going practically to the floor.

One day a child came into the old Smith Drug Store on Whitehall and Mitchell Streets, where Jacob's store now is, and tried to look at some candy in one of the old-time cases that stood upon the counter. She could not see, and Patrick J. McGuire, now General Manager of the Atlanta Show Case Company, held her up so that her eyes could feast upon the candy. Mr. McGuire, in giving the child a lift so that her vision would be unobstructed, thought of his own childhood, when he was prevented from seeing as much of the good things of life as he wished to see, and then he conceived the idea of a show case with the glass going down to the floor, so that little folks might enjoy an unobstructed view of the contents. He immediately designed such a case, and today show cases of this type are seen in stores all over the country.

The new style of show case was produced at once by the Atlanta Show Case Company, but, odd as it may seem, it took a long time to convince merchants that they could get better results by doing away with the high counters and displaying their goods in these modern cases. However, the new idea won out because it was in the direction of progress—and helped the children to see.

With five show case factories in Atlanta today, the industry is on a high plane and the annual output is enormous, the goods going into all parts

of the South, and even into other sections of the country. The pioneers in the industry are Edwin Davis Kennedy, President of the Atlanta Show Case Co., and "Pat" McGuire, referred to above. F. P. Provost, President of the Atlanta Show Case Company, and another pioneer behind this important industry, makes his home in Nashville.

Reference has been made to the fact that Atlanta is the great "agency center" of the South. This, one might say, is a generally accepted fact, but one cannot sense the importance of the proposition unless he has had occasion to go through some of the many great sky-scrapers that grace the architecture of the City. Here is a typical illustration of what one finds: Occupying almost an entire floor in the towering Candler building, is the American LaFrance Fire Engine Company, Southern division. This establishment is known to every town and every city through the South, and very few of these but have had occasion to do business here. From hamlet to metropolis, throughout all this wide section, city and town officials have bought fire equipment here for years and years. Indeed, there is scarcely a point in the South where purchases have not been made through this agency, and its value in spreading the fame of Atlanta is beyond computation. P. O. Herbert, the veteran manager, has educated the Southland to look to Atlanta for fire equipment, and the work has been so thorough that comparatively few orders seep through to other sections of the country.

A kindred agency is maintained in Atlanta by the Gamewell Fire Alarm Telegraph Company,

and through this agency fire alarm systems have been installed in scores of Southern communities. A recent installation was one of approximately a quarter of a million dollars in Birmingham, Ala. Mr. Burst, the manager, is of a type that is familiar in Atlanta, where great manufacturing concerns have stationed their most capable sales directors.

These expert salesmanagers, coming from all parts of the country, and representing the producers of practically everything the human family has need of, represent a considerable part of Atlanta's population, and to them, and the great army of salesmen they send out, Atlanta owes much of its fame as a live and hustling city.

Speaking of Atlanta as a manufacturing center, and particularly with reference to the diversity of products, a leading industrial figure in this field said to me: "One might start in and buy an Atlanta made article every day in the week, purchasing a different article each time, and it would be more than two years before the variety of products would be exhausted."

After an extensive investigation of the field, I am persuaded that this gentleman minimized the situation, for I verily believe that the figurative shopper he referred to might go on for twice two years before he exhausted the possibilities in this City. There is the item of bridges. One may buy them in Atlanta in infinite variety. If he wishes to span a great river, then he can get as many great steel spans here as he needs, and if it is a mere creek that he wishes to bridge, a suitable structure may be obtained. Bridges of all kinds

and descriptions are made in this City. The Austin Brothers Bridge Company have an immense plant at East Point, an Atlanta suburb, and here spans for all purposes are turned out. These bridges, like many other Atlanta products, go into all parts of the country, and the chances are that the reader, in going from point to point in the South, has ridden over them time and time again, for few trains move in this section without crossing these Atlanta made bridges.

The Austin Brothers Bridge Co. have a modern steel plant equipped to fabricate nearly every sort of steel structure. Their specialty in manufacturing being highway bridges and all kinds of structural steel for buildings.

In addition to manufacturing steel bridge material they make a specialty of erecting steel bridges, including concrete piers and abutments, as well as creosoted timber pile trestles, which frequently are required to make a complete erected bridge. They also warehouse and distribute from Atlanta county road building machinery and operate actively in their various lines in the territory included from Virginia to the Mississippi River. The business was started in 1906 under the name of Austin Brothers, consisting of Frank E. Austin of Dallas, Texas, and Geo. L. Austin of Atlanta. The plant was located at Greenwood Avenue and the Southern Railway until 1921, when the business was moved to the present site and the new plant built. The company maintain sales offices at their plant, with traveling engineers covering the territory, prepared to de-

sign and estimate on proposed bridges and building steel

The Austin Brothers Bridge Co. was incorporated in 1918. Its officers are: Geo. L. Austin, President; J. K. Barcroft, Vice-Pres., and Robt. C. Clonts, Secretary and Treasurer.

Austin Brothers, a Texas corporation, with Frank E. Austin, Pres., have a similar plant at Dallas for business west of the Mississippi River, and the two plants co-operate to their mutual benefit.

The establishment of the business in Atlanta may be traced to the exposition held in 1895. At that time, Geo. L. and Frank E. Austin were living at Dallas and, as Austin Brothers, were Southern agents for the Geo. E. King Bridge Co., of Des Moines, Ia.

Geo. L. Austin visited the exposition in 1895 and in January, 1896, came to Atlanta and, for Austin Brothers, represented the Iowa Bridge Company until 1906, when they retired from business and Austin Brothers succeeded them.

CHAPTER XIX

GROWTH OF UTILITIES

THE matter of lighting the streets of the city was one of the first public utility problems about which the citizens concerned themselves.

When the population had reached the 2,500 mark, it was felt that the town must by all means have street lights. This was in the year 1850. The subject of a water supply system was 25 years in the future, and gas for cooking purposes had not been thought of. The possibility of street railway transportation was yet two decades in the future.

By 1853 the question of street lights had become one of the pressing problems of the hour. In the minutes of the City Council of that year it is reported "That the matter of lighting the city was seriously grappled with by this Council, and on March 25th, 1853, a resolution was adopted which required that a lamp be placed on Market street (now Broad street) Bridge, and that street lamps be placed at such other points in the City as they were most needed at the expense of the City, provided the citizens in the neighborhood of the lamps, would agree to supply the lamps with the necessary illuminating fluids."

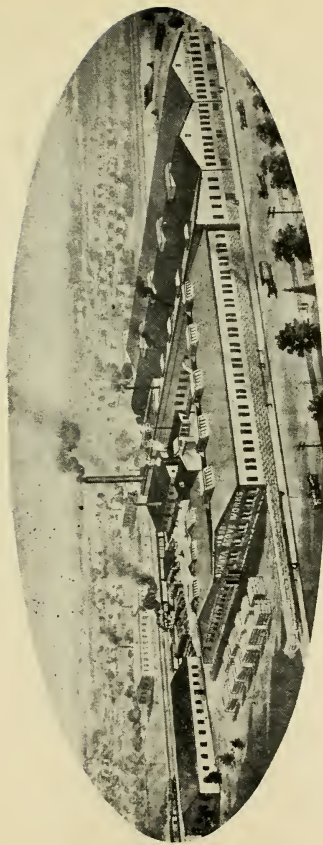
On the third of March, 1854, a proposition to light the City with coal gas was presented to Council. A committee was appointed to investi-

gate the proposition and to report back to Council. After a thorough investigation the committee reported that nearly all of the citizens were anxious for a coal gas works to be established in the city. The committee was of the opinion, however, that it would be impossible at that time to raise by popular subscription the considerable sum necessary for carrying out the enterprise, and that the finances of the city were at such a low ebb that it was inexpedient for Council to make an appropriation.

In August, 1854, the lighting question was again revived by the appearance on the scene of Mr. C. Monteith. Mr. Monteith had been interested in the establishment of a gas works at Columbus and was considered quite an authority on the manufacture of gas for lighting purposes. He discussed the subject at considerable length and was asked a number of questions by members of Council. He gave it as his opinion that a gas plant sufficient to supply the City of Atlanta would require an expenditure of \$32,000.00, but nothing tangible was accomplished in the matter of establishing a gas plant.

In February, 1855, Council again took up the gas proposition with Mr. William Helme, a gas works expert and promoter of Philadelphia. Mr. Helme came to Atlanta in the spring of 1855 and at several successive meetings of the City Council explained his gas proposition. These meetings resulted in Mr. Helme submitting to the City a proposition substantially as follows:

To erect a coal gas works, to lay pipes in the streets, alleys, etc., of the City of



PLANT OF THE ATLANTA STOVE WORKS

Atlanta for lighting the same and the public and private buildings therein, to enter into a contract securing to him among other things the exclusive privilege of so lighting the city for a period of fifty years.

Council was to erect at least fifty street lamps and to pay for lighting the same the sum of \$30.00 each per annum.

The property of the Gas Company was to be free from taxation.

The entire cost of the plant was estimated at \$50,000.00, and the City of Atlanta was required to take \$20,000.00 of the Company's stock, paying therefor a like amount of City bonds bearing interest at the rate of 7 per cent per annum.

The foregoing proposition was embodied in an ordinance which was passed by Council with practically no opposition, the Mayor being empowered to close the contract with Mr. Helme in accordance therewith.

A gas works was constructed in pursuance of this contract and presumably operated continuously from the time of its completion in December, 1865, when the city was first lighted by gas on Christmas Day, until Sherman passed through Atlanta in 1864, when the plant was put out of commission.

In 1866 the Company announced that it was ready to resume the manufacture of gas both for private and public use. Gas was turned on for the first time after the war on the 15th of Septem-

ber, 1866, and from that day to this there has been no interruption in the service furnished by the Atlanta Gas Light Company.

The facilities of the Company have been extended from time to time to satisfactorily meet the growing demands of the public for service.

Effective as of January 1st, 1920, the properties of the Atlanta Gas Light Company were leased to the Georgia Railway & Power Company and are now operated as the Gas Department of that Company.

It is interesting to note in passing that the number of employes of the Georgia Railway & Power Company at the present time greatly exceeds the entire population of the City of Atlanta when the gas works was established in 1855. It may also be of interest to note that the present number of employes of the Georgia Railway & Power Company and their families aggregate a greater number of people than the total population of the City of Atlanta as late as the year 1860.

The first franchise to an electric light and power company was granted by Council in the year 1882. The following transcript was taken from report of the committee on lamps and gas of the City Council for the year 1884:

“A contract was made last year with the Georgia Electric Light Company to erect a few lights, more as an experiment to test their efficiency than anything else, and we expect the Council of 1885 will see the contract consummated and the tests thoroughly made, and hope that our City will not lag behind other cities

of lesser prominence, push and energy in the matter of well lighted streets."

The Committee of Council on street lighting in 1886 reported: "We have put up during the year three lights, making 25 electric lights now in use."

The electric light and power industry was reorganized in 1891 and started off on the first of January, 1892, under a new organization and management. At that time the Company had an installed steam station capacity of about 1,800 horse-power and during the year added 800 additional horse-power. At that time there were in operation 305 arc lamps of 200 candle-power, and 614 incandescent lamps of 65 candle-power. The electric light company continued under the same management, namely, the Georgia Electric Light Company, until the organization of the Georgia Railway & Electric Company in 1902, and was conducted by that Company until January 1st, 1912, when the property of the Georgia Railway & Electric Company was leased to and operated by the Georgia Railway & Power Company.

Since the completion of the Tallulah Falls Development of the Georgia Railway & Power Company in 1913 it has been the main source of the electric light and power supply of Atlanta. This development is about 86 miles from Atlanta on a bee line. According to statistics recently compiled by the Railroad Commission of Georgia, Atlanta now enjoys the third lowest average power rate of any city in the United States.

The idea of introducing street railways in Atlanta assumed definite form in 1866. During that

year the Atlanta Street Railroad Company was incorporated by an act of the Georgia Legislature. During the year 1871 a permanent and effective organization was formed. The most prominent men in the organization were Colonel G. W. Adair, Richard Peters, John H. James and Mayor Benjamin E. Crane. The first officers of the Company were Richard Peters, President; Colonel G. W. Adair, Secretary and Treasurer, and J. H. James, J. R. Wylie, Benjamin E. Crane and W. M. Middlebrooks, Directors.

The first street railway line built was completed in 1871 and was known as the West End Line. This line started at the railroad crossing on Whitehall street, extended out Peters street and terminated at Camp Springs. Owing to the increased number of steam railroad tracks at Peters street the tracks on Peters street were taken up in 1882 and a connection was made with the Whitehall street line, by passing through a tunnel built under the Central Railroad. This line was three miles in length.

The Marietta street line was first operated in January, 1872. It first ran from the junction of Marietta and Peachtree streets out Marietta street, terminating at the Rolling Mills. In 1880 it was extended to the Cotton Exposition Mills, and in 1888 a branch line was built to Peachtree street, passing the Technological School. The length of this line was two and a half miles.

The Decatur street line was built from the junction of Marietta and Peachtree streets out Decatur street to Oakland Cemetery and was first

used in May, 1872. It was extended to Boulevard in 1888 and represented two miles of track.

The Peachtree street line was first operated in August, 1872. It then extended from the railroad crossing at the corner of Whitehall and Wall streets out Peachtree street to Ponce de Leon Circle.

The Capitol avenue line extended from the corner of Alabama and Whitehall streets out Alabama and Washington streets and Capitol avenue. It was extended to Georgia avenue in 1888, which made it two miles in length.

The Whitehall street line was first operated in 1874. It then extended out Whitehall street to McDaniel street. A connection was made with the West End line in 1882.

The Gate City Street Railway Company was organized in 1881. In 1884 L. DeGive, L. B. Nelson, A. M. Reinhardt and John Stephens built a line starting in front of the Kimball House on Pryor street and passing through Pryor, Wheat and Johnson streets to Ponce de Leon Springs. This line was operated by the original builders until January, 1887, when it was acquired by J. W. Culpepper and E. C. Peters and by them leased to the Atlanta Street Railroad Company. In October, 1887, the location of the road was changed so as to run out Jackson street to Ponce de Leon avenue and thence to Ponce de Leon Springs. A branch line was built to Piedmont Park. This line was three miles in length.

The Atlanta Street Railroad Company was managed and controlled by the original officers and directors until 1878 when Colonel G. W.

Adair's interest in the Company was purchased by Richard Peters who acquired about four-fifths of the entire capital stock of the \$300,000 outstanding. From 1878 to 1888 the officers of the Company were Richard Peters, President, J. W. Culpepper, Secretary and Treasurer, and E. C. Peters, Superintendent. In 1888 the Company owned 18 miles of track, fifty cars and 250 horses and mules, and gave employment to about 100 men.

The Metropolitan Street Railway Company was organized in 1882. The officers were J. W. Rankin, President, W. L. Abbot, Vice-President, and W. A. Haygood, Secretary. The Directors were Jacob Haas, L. P. Grant, W. A. Haygood, W. L. Abbot and J. W. Rankin. This Company operated two lines, one called the Pryor street line, which commenced on Pryor street at the Union Depot and extended out Pryor street to Fair street, along Fair street to Pulliam street, thence to Clark street, along Clark to Washington street, out Washington street to Georgia avenue and on Georgia avenue to Grant Park. It also operated a branch line from Georgia avenue along Washington street to Pryor street and out Pryor street to Clark University. The other line was known as the Park line. It branched off from Pryor street out Hunter and extended out Hunter street to Frazier street, thence to Fair street, passing Oakland Cemetery and extending out Park avenue to Grant Park.

In June, 1888, a new company, of which Aaron Haas was President and W. H. Patterson Secretary and Treasurer, purchased this road. They

subsequently laid new rails along the entire route and they employed dummy engines for pulling their cars.

The West End and Atlanta Street Railroad Company was incorporated in 1883. This Company put cars in operation on the following routes:

From Marietta street on Broad street south to Mitchell street, thence to Thompson, thence to Nelson, thence to Walker, thence to Peters street through Jamestown to West End and West View Cemetery.

The officers of the Company were T. G. Healey, President, T. J. Hightower, Vice-President, J. A. Scott, Secretary and Treasurer, and B. F. Curtis, Superintendent.

There were in Atlanta in 1890 only two lines of electric railroad, one being the Edgewood Avenue line running from the Equitable Building to Inman Park and the other being the Fulton County line which operated what was known as the 9-mile circle route. These two lines together operated only about 10 or 12 miles of track. Practically all of Atlanta's electric lines have, therefore, been constructed since 1890.

Including horse car lines, dummy lines and electric lines Atlanta had in 1890 about 45 miles of street railroad track. In 1900 the total mileage of electric railways had increased to 138, all lines having been converted into the overhead trolley system.

The Atlanta Railway & Power Company was originally formed in 1891 as the Atlanta Consolidated Street Railway Company, absorbing the

several horse car lines then in existence and converting the same in the year 1891 and subsequent years into electric lines.

The Atlanta Rapid Transit Company, formerly the Chattahoochee Railway Company and subsequently the Collins Park Belt Railway Company, was organized in October, 1900. The first survey of this line was made March 28th, 1891, by Mr. Jerome Simmons, and the first work of grading was started July 18th, 1891.

The first car on the River Line was run on May 8th, 1892, and the receipts for the day for the two cars aggregated \$33.60.

In 1897 the Consolidated Street Railway Company had 66 miles of track and 100 cars, 50 of which were operated regularly, and furnished employment to between 400 and 500 men.

At the same time (1897) the Atlanta Street Railway Company had lines from the center of the City to Fort McPherson, Grant Park, Decatur and Lakewood, aggregating in all about 20 miles of track. It is stated that this road was exceptionally well equipped for that time. During the winter season its cars were heated by electricity and the ends of the cars were enclosed with glass for the protection of the motormen.

In 1902 the Georgia Railway & Electric Company was formed and acquired the properties and franchises of all the then existing street railway, electric light and steam heat companies in the City of Atlanta, consisting of the Atlanta Railway & Power Company, Georgia Electric Light Company, the Atlanta Rapid Transit Company, and the Atlanta Steam Heat Company.

The original directors of the Georgia Railway & Electric Company were as follows:

T. Jefferson Coolidge, Jr., C. R. Spence, H. M. Atkinson, J. L. Hopkins, A. W. Calhoun, W. P. Inman, F. E. Block, J. C. Hallman, R. D. Spalding, E. P. Black, A. E. Thornton, Anthony Murphy, R. F. Maddox, Thos. Egleston, P. S. Arkwright.

The original officers were as follows:

H. M. Atkinson, Chairman of the Board of Directors.

P. S. Arkwright, President.

G. W. Brine, Vice-President & Treasurer.

D. A. Belden, Vice-President & Manager of Railways.

J. G. Rossman, Vice-President & Manager Electric Department.

T. K. Glenn, Vice-President & Secretary.

H. M. Atkinson was instrumental in organizing the Georgia Railway & Power Company, and the lease by it of the properties of the Georgia Railway and Electric Company. Since that time Mr. Atkinson has been Chairman of the Board of the Georgia Railway & Power Company and in that capacity has financed the construction of all of its water power developments in Northeast Georgia.

P. S. Arkwright served as President of the Georgia Railway & Electric Company from its formation in 1902 until the date of the lease of its properties to the Georgia Railway & Power Company when he became president of the latter company and has served in that capacity continuously up to the present time.

The Georgia Railway & Electric Company continued to operate the street railway, electric light and power and steam heat properties until January 1st, 1912, as of which date they were leased to the Georgia Railway & Power Company under a lease agreement dated March 8th, 1912.

At the time the properties were merged into the Georgia Railway & Electric Company in 1902 there were 132 miles of street railway track in the City of Atlanta and the Company owned and operated 106 cars. As of January 1st, 1922, the Georgia Railway & Power Company had 226 miles of track in the City of Atlanta and vicinity, exclusive of the Atlanta Northern Railway, the aggregate mileage including the Atlanta Northern Railway as of January 1st, 1922, being 241 and the number of cars owned 423.

The Georgia Railway & Power Company now carries on an average of about 206,000 passengers per day, which means that the number of persons carried daily is equal to the entire population of the City.

The number of people on the pay rolls of the Georgia Railway & Power Company at present is approximately 3200. Assuming that each employee supported an average of five people, the employees of the Georgia Railway & Power Company with their families, if segregated into one town or city, would make a town of about 16,000 people, which would be a town of approximately the size of Athens, Georgia, and the eighth largest city in the State.

One of the most striking evidences of Atlanta's growth is found at the Terminal Station, a com-

manding structure erected eighteen years ago and which was to "meet the needs of the City for fifty years," but which must today undergo extensive enlargements in order to meet the demands being made upon it.

The great train shed, which was the wonder of the people back in 1905, is to be done away with entirely, and in its place will come a series of far-flung "butterfly" sheds long enough to accommodate trains of sixteen coaches each. The present shed was built to care for trains of six coaches, and the change which is now to be made furnishes a striking illustration of the enormous extent to which transportation facilities have expanded during this comparatively brief period. Under the schedule of improvements, which are to cost from \$150,000 to \$200,000, the tracks will be rearranged so that much more room will be provided for trains and that they may be handled with greater facility.

One of the facts about this great station, which few people in Atlanta know, is that it houses the third largest Government Railway Post Office in the United States. Of the enormous volume of mail flowing into this postoffice, only about one-tenth goes to the Atlanta office, the balance being distributed to all parts of the South. The employes number 125, and the place is one of the busiest in the entire city.

The extent and magnitude of the operations carried on in and about this great terminal is perhaps sensed by few who pass through its portals in the course of travel. In addition to being a center from which one hundred and twenty-five trains are

operated daily, and where the third largest volume of mail in the United States is handled in transit, it is in many respects a great department store and hotel combined. There is a force of 335 employes, with a pay-roll of \$65,000 per month.

The Southern Railway Company, the Central of Georgia Railroad Company and the Atlanta and West Point Railroad Company were among the original organizers of the Atlanta Terminal Company, and have used the station since its completion. Others using it include the Seaboard Air Line and the Atlanta, Birmingham and Atlantic, the Nashville, Chattanooga and St. Louis, operates the Dixie Flyer, and the Louisville and Nashville operates the Southland trains through this station. The Terminal Company also furnishes and handles the occupancy of the American Express Company and the Southeastern Express Company.

An electric plant is operated which generates 125,000 kilowatt hours for light and heat, supplying the Southern Railway general office building, the American Railway Express building, the Southeastern Express building, Central of Georgia freight building, the Pintch Gas Compressing Company, Van Noir and Union News buildings, the N. C. & St. L. charging plants, besides the electricity for the sheds and the electrically operated switches.

There are two towers, equipped with 162 levers for operating switches, and five and a half miles of track, fifteen of which are parallel, and eleven of which are serving trains, while four are used

for storage purposes. Two shifting engines are in operation, handling the makeup and movement of trains.

The first floor of the main station contains an immense waiting room, flanked by smaller waiting rooms and rest rooms, and here a restaurant, quick lunch room, news stand, soft drink stand, cigar stand, etc. All of these, together with a barber shop, shoe shine parlor, pressing club, laundry, bath rooms, etc., are operated by the company. The second, third and fourth floors are occupied by the Atlanta and West Point, the Central of Georgia and the Western of Alabama railroads as general offices. The heating plant has just been provided with two 229 horse power Babcock and Wilcox boilers, coincident with the installation two flues were erected, 150 feet high and 72 inches in diameter. This plant provides the necessary heat for buildings and for heating trains while under the shed. The enlargements and improvements just made are preliminary to the general enlargement and rearrangement of the shed and tracks.

The Atlanta Terminal Company was organized February 10, 1903, the petition for incorporation being signed by J. S. B. Thompson, W. H. Taylor, L. L. McClaskey, W. A. Vaughan, J. L. Edwards, David W. Appler, Warren G. Fogg, L. V. Kennerly, William A. Stokes and Otis M. Ezell. The charter was granted the following day, and on the same date a stockholders meeting was held at which J. W. English was elected president, J. S. B. Thompson, secretary, and W. D. Beymer, auditor. Directors were chosen as fol-

lows: J. W. English, J. S. B. Thompson, D. W. Appler, L. V. Kennerly, J. L. Edwards and W. H. Tayloe.

At a meeting held on April 27, 1903, the president reported that the land upon which the station subsequently was erected, could be bought for \$675,351.32. The property was owned by the Central of Georgia and the Southern, the sum each was to receive being, Central, \$558,006.00; Southern, \$117,345.32. The president also reported that the Southern, the Central and the Atlanta and West Point Roads had agreed to use the new station. It was agreed to purchase this property and to issue bonds in the sum of \$1,500,000, bearing four per cent interest, to pay for the same and to finance the erection of the terminal.

Work of erecting the terminal progressed rapidly, and on May 13, 1905, the great structure was thrown open to public inspection. Many thousands of people passed through and admired the building because of its beauty and completeness, and the event was looked upon as a land-mark in the progress of the City. It was thrown open for use at 3 o'clock on the morning of May 14, 1905, and has been continuously in use since that date.

A little over a year after the completion of the terminal, in December, 1906, came the death of Samuel Spencer, president of the Southern Railway, and a great friend of Atlanta. The directors of the Atlanta Terminal Company held a meeting on December 10 and adopted resolutions of regret at the untimely end of this great executive, and later the monument to Mr. Spen-

cer, which faces the Terminal Station, was erected as a tribute to his memory.

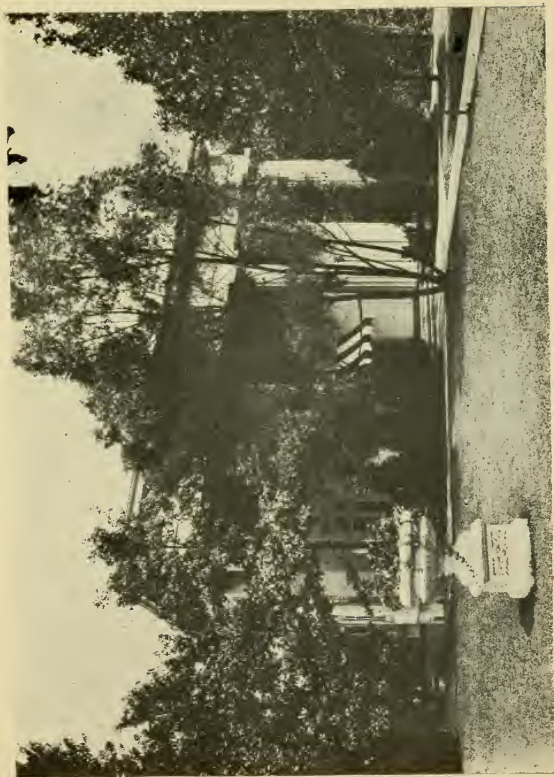
The president of the Atlanta Terminal Company is R. B. Pegram, the superintendent being E. F. Stollenwerck. Aside from seeing that 125 trains are handled properly each day; that thousands of passengers are provided with tickets and are directed to their trains; that many tons of baggage are handled without error; that patrons of the railroads are given opportunity to get what they want to eat and to read, and are furnished with facilities for telephoning and telegraphing, for getting shaved and having their clothes pressed, for getting weighed or obtaining a taxi, for checking their parcels or getting information about the movement of trains, here and at connecting points, and seeing that hundreds of cars are made clean and are provided with ice water and are in proper physical condition before leaving the shed, the officials of the Terminal Company have little to do except to keep an infinite variety of accounts and to see that all charges are properly distributed among the numerous utilities which take advantage of the terminal facilities. The smoothness with which these functions are performed becomes a source of amazement when one learns how large and how diverse are its activities.

CHAPTER XX.

REVIVAL OF ANCIENT ORDER

HISTORY offers no parallel to the growth which has followed the organization of the Knights of the Ku Klux Klan in the City of Atlanta seven years ago. During this brief period a fraternal, patriotic association that was formed by a few men and with no expectation that the borders of its influence would extend beyond the South, has grown into an organization which penetrates every part of the country and which numbers its membership by the hundreds of thousands.

More surprising still is the fact that this amazing growth has come about in the face of such hostility as has been encountered by no other fraternal body known to human history. Storms, the fury of which would have dashed to pieces the ordinary society, have been beaten upon the Knights of the Ku Klux Klan—and the organization has grown. Powerful newspapers have concentrated a relentless fire upon the Klan, seeking to rout it by means of thunderous editorials and screaming headlines—but it has grown. Certain members of Congress, prompted by powerful influences, attempted its destruction, found it indestructable and retreated—and the Klan grew in membership. Anti-Klan societies were formed and waged their merciless warfare of opposition—yet the Klan rides on and on over every obstacle athwart its path.



IMPERIAL PALACE, KNIGHTS OF THE KU KLUX KLAN



Certainly nothing to equal the intensity of the fight upon the Knights of the Ku Klux Klan has been witnessed in America or elsewhere, nor has there been seen anything comparable to the manner in which it has gone forward in the face of this tremendous crusade of opposition. What then is the source of this extraordinary vitality, the incentive for this amazing growth?—a growth that is all the more remarkable when one remembers that the Klan limits its membership to white, native-born, Gent'le American citizens,—a rule which automatically bars thousands who are eligible to membership in many fraternal organizations.

Many answers have been given to the questions which spring from this extraordinary situation, perhaps the best of which is that the Knights of the Ku Klux Klan constitute an organization which meets the demand for a purely American fraternity, dedicated to the preservation of American ideals and institutions and the sovereignty of the white race. Upon no other basis can the development of a reincarnated institution that was strictly Southern into a tremendous association that is fast becoming international, be accounted for. It is being embraced by the North as well as the South and by the East and West as eagerly as by the North and South. No association of men actuated by ideals of a sectional nature could make an appeal so universally acceptable. And herein one may find vindication (if vindication is needed) for the Ku Klux Klan of half a century ago. That pioneer organization was sectional only in a geographical sense. Its member-

ship was made up of men from all parts of the country and its mission was the saving of the civilization of the nation.

The original Klan was born in the South as a result of despotic conditions that were forced upon the South at the time of reconstruction. It was formed to protect womanhood and childhood; to conserve property; to prevent lawlessness; to bring order out of chaos; to maintain white supremacy in an hour of dire peril—in brief, to save our civilization, and it functioned in the South because the womanhood and childhood of the South were threatened; because here cherished institutions were dangerously imperiled and the very blood of the Caucasian race was seriously threatened with an everlasting contamination. Had the women and the children and the institutions of a liberty loving people been so threatened in Indiana or in Ohio or in any other political sub-division as they were threatened in the South, then the Klan would have been as quick to answer the call in those states as it was to answer the summons in Georgia, in Alabama or in the Carolinas. Necessity, however, never demanded action on the part of the Klan outside of the South and its operations continued to be sectional. But its ideals never were; they remained as wide as human need itself.

A deep student—Colonel William Joseph Simons, LL.D., became profoundly impressed by an intimate study of the results achieved through the operations of the Knights of the Ku Klux Klan when the South faced the gravest crisis in its history and, noting the problems with which

the nation is confronted today, he conceived the idea of reviving the ancient order; of bringing to life the dormant influences which had wrought so much in former times and of bending these influences to the task of meeting the problems that confront the race and nation in this day and generation. He desired, not the *modus operandi* of the original Klan, "but to preserve, perpetuate and make active the same spiritual purpose; and to perpetuate the memory of those valiant heroes who served in the ranks of the original Klan; and to create an institution for the purpose of teaching, inculcating and imbedding into the hearts of our people the sacred and sublime principles of real Americanism."

At the time this idea was conceived twenty years ago, Colonel Simmons was a very young man; at the time he organized this Order (seven years ago) he was schooled in the purposes and ideals and accomplishments of the original Ku Klux Klan. Not only so but he was a close student of the complex problems facing American national life, and it occurred to him, having spent fifteen years in careful study and research, that an organization dominated by the ideals of the Old Klan and dedicated to the solution of the new problems would have a wide field of usefulness.

In 1915 Colonel Simmons felt that the country was ready for the revival of the Ku Klux Klan. As one close to him expressed it: "He felt that as a people we were becoming heterogeneous; that we had developed into sectionalists—individualists; that our traditions, which should

represent a priceless heritage, were being neglected by Americans and destroyed by aliens; that enforcement of the law too often became subservient to the whims of politicians,—justice giving way to individual influence.”

Communicating his ideas to a number of intimates, Colonel Simmons found they were concurred in, and in the fall of 1915 he decided that the hour for this historic revival was at hand. Therefore, accompanied by thirty-three close friends, three of whom were bona fide members of the original Klan, he went to the top of Stone Mountain—that great granite peak—and there on Thanksgiving night at midnight went through the solemn ceremony of resurrecting and bringing into active life the ancient order. He did not foresee nor could anyone have realized that in a few years this ceremony would have been repeated thousands of times and that the little company of thirty-four would be multiplied by tens of thousands. Yet it was to be so. The movement started that night upon the bare, bold knob of Stone Mountain was destined to spread throughout the country with the irresistible force of a mighty tidal wave.

At the outset the growth was confined largely to the South but here it was rapid and of an order that stood for permanence. Leaders of commerce and industry, professional men, ministers of the Gospel, statesmen, soldiers, men from every walk of life, became enrolled, taking upon themselves obligations said to be the most solemn and patriotic ever administered.

In 1920 Edward Young Clarke, whose father was one of the founders of the Atlanta Constitution, was appointed Imperial Keagle, or Chief of the Organization Department, by the Imperial Wizard. Under his leadership Klan organizers crossed the Mason and Dixon line early in 1921. The results were amazing. The North responded immediately and enthusiastically and within nine months practically every Northern state had its Klans and the light of the fiery cross had been seen upon many Northern hills.

One qualified to speak for the Organization gives the following description of its plans and purposes, which is given in a somewhat extended form because of the widespread interest which has been aroused in this remarkable organization:

"The Klan is a White Man's organization exalting the Caucasian race and teaching the doctrine of White Supremacy. This does not mean that we are enemies of the colored and mongrel races, but it does mean that we are organized to establish the solidarity and realize the mission of the White Race. Purity of the White blood must be maintained. One of the crying evils of the time is the mixture of White blood with that of the Negro. This evil has gone on since Colonial days until perhaps more than half of the Negroes in the United States have some degree of White blood flowing in their veins. This condition is not only biologically disastrous but is giving rise to grave social problems.

"It is a Gentile Organization and as such has as its mission the interpretation of the highest

ideals of the White Gentile peoples. We sing no hymns of hate against the Jew. He is interested in his own things and we are exercising the same privilege of banding our own kind together in order that we may realize the highest and best possible for ourselves.

“The Ku Klux Klan is an American Organization, and we restrict membership to native-born American citizens. The records show that recently, at least, the aliens that have been flooding our land have come into this country, not because of any love for America, but because of intolerable or unfavorable conditions in the land they left behind. They come to this country, not that they might contribute in any way to its growth and development, but that they might find opportunity to advance themselves and to serve their own interests and oftentimes to serve the interests of the land from which they come and to obey the mandates of governments of which they are still the subjects. In their hearts there is the tie that still binds them to the home-land; to them it is still the Fatherland. Their sympathies are still there; their thoughts have been shaped by the currents in the old country. They do not easily readjust themselves, and thousands never do. So we find the groups: Irish-Americans, German-Americans and all kinds of hyphenated Americans. What pleasure would they find or what service could they render in this organization which is distinctively an American-American organization? And we have organized to engender a real spirit of true Americanism, that Americanism which is a system based on a principle of

utter antagonism to monarchism, whether represented by emperor, king, potentate, or pope.

“It is a Protestant organization. As such, membership is restricted to those who accept the tenets of a true Christianity, which is essentially Protestant. We maintain and contend that it is the inalienable right of Protestants to have their own distinctive organization. We can say to the world without apology and say truly that our fore-fathers founded this as a Protestant country and it is our purpose to re-establish and maintain it as such. While we will energetically maintain and proclaim the principles of Protestantism we will also maintain the principles of religious liberty, as essential to the life and progress of this nation; and we will vigorously oppose all efforts to rob the American people of this right.

“And it becomes necessary to devise some means for the protection of White blood and ideals.

“The Klan stands for the development of a higher standard of citizenship. We ourselves must come to know what it means to be citizens of this foremost nation in all the earth. We need to have knowledge of the privileges and responsibilities and glories of our citizenship. And we need to be under the necessity for exercising our citizenship intelligently. We must learn and practice these things in order that we may teach them to others. One of the great political parties must be forced to champion fundamental American principles that will hasten the development of our country or else a new party must come into being. As the matter now stands we must

cast our ballots for the right as it is most nearly represented and championed by men regardless of political party.

“We stand for the enforcement of law by the regularly constituted authorities. This Order does not take the law into its own hands and will not tolerate acts of lawlessness on the part of its members. Any man of any kind or creed who charges the Ku Klux Klan with being an organization which fosters and perpetrates acts of lawlessness and deeds of violence is either wilfully blind or is a malicious slanderer who because of prejudice seeks to destroy an Organization that is law-abiding and that demands law enforcement by those who have been duly elected to office. We are within our rights as American citizens when we demand of men who are put in office of trust that they shall faithfully perform the duties of their offices. It is quite evident that those who oppose us on this principle do not want the laws of our country enforced, and are seeking to cover their anarchistic spirit by impugning our motives and imputing criminality to us.

“We take our stand upon the Declaration of Independence as the basis of popular government. This document denies the dogma of despots—that kings rule by divine right. It asserts that governments derive their just powers from the consent of the governed. It solemnly affirms the right of the American people to govern themselves as a free and independent nation—independent of all outside sovereignty and control.

“We believe in upholding the Constitution of the United States. This document reduces to practice the precepts of the Declaration and must be recognized as the supreme law of the land. It guarantees that liberty which must be cherished as the precious heritage of the American people. It establishes the freedom of institutions dear to the American heart. It guarantees Religious liberty, the freedom of speech and of press, and all the rights that pertain to the people who constitute this nation. It depicts ideals and defines institutions that must be made real and kept secure. The Knights of the Ku Klux Klan are sworn by a solemn oath to uphold and defend this immortal Constitution.

“We teach that the citizen’s first and highest allegiance is to the Government of these United States. No other government, potentate, sect or person of any kind shall share in this allegiance. We maintain that a divided allegiance means no allegiance. There can be no half American, and any sort of hyphen absolutely makes impossible any kind of loyalty to the American government, its ideals and institutions.

“We stand for the American flag, against enemies without and within. We emphasize devotion to this flag of our country as the ensign of our American nationality and the emblem of our national honor. A man stands wholly for the Stars and Stripes or else to him his country’s flag is only a rag. We insist that no flag shall fly above our flag and that no flag shall float by its side.

“We say that no one shall be allowed to circumscribe the influence and hinder the progress of American institutions, and this involves the welfare and development of the public school system. To those who seek to undermine or destroy this American institution we say ‘hands off.’

“We magnify the Bible as the basis of our Constitution, the foundation of our Government, the source of our laws, the sheet-anchor of our liberties, the most practical guide of right living, and the source of all true wisdom.

“We teach the worship of God, having in mind the divine command—‘Thou shalt worship the Lord thy God.’

“We honor the Christ as the Klansman’s only criterion of character, and seek at His hands that cleansing from sin and impurity, which only He can give.

“We believe that the highest expression of life is in service and in sacrifice for that which is right; that selfishness can have no place in a true Klansman’s life and character; but that he must be moved by motives such as characterized our Lord and moved Him to the highest service and the greatest sacrifice for humanity’s supreme good.”

Atlanta is the National headquarters of the Knights of the Ku Klux Klan. The administration building known as “The Imperial Palace” is a beautiful structure of massive colonial type, located on Peachtree Road five miles from the heart of the city.

CHAPTER XXI.

MILLIONS FOR IMPROVEMENTS

WITH four million dollars being put into new school buildings, the educational facilities of Atlanta in a short time will be in keeping with the high intellectual standards which long have been maintained. That improved and enlarged facilities were needed long has been recognized, and the work of meeting this need has gone forward with a thoroughly intelligent grasp of modern requirements, but those familiar with the progress of the schools will concede that there is little room for improvement in methods. Atlanta's school system is widely recognized as one of the most progressive in the United States, and the work being done here has attracted the attention of educators throughout the country.

This City was one of the first to recognize the fact that the function of the public school is not merely to train the mind. Here its work has been viewed in the broad light of human need, and the schools have become mighty agencies, both in the development of the mind and body and in the awakening of an adequate appreciation of the responsibilities that are imposed by citizenship. Better citizens, better equipped, is the ideal, and the beneficial influences of the system are not limited to those of normal endowment. It reaches and helps those who have been afflicted with physical and mental handicaps, and

is doing a tremendously important work along these lines. Even the blind are brought within the scope of its gracious influence and are equipped to meet and master the problems of life. The Atlanta schools are pioneers in this most laudable work and great credit is due for the splendid results which have been accomplished.

The cultural aspects of the work being done by the Atlanta public schools also have attracted widespread attention. Indeed, it is doubtful if any schools anywhere have received more universal commendation than came to the schools of this City as the result of a remarkable presentation by the students in the Dramatic Department of the Girls' High School. Their dramatization of the sixth book of *Æneid*, in which some three hundred of the young people participated, has been witnessed scores of times in various cities throughout the country, and everywhere it has won the warmest commendation.

In this remarkable presentation of a familiar Latin play proved a revelation. It gave to all observers an appreciation and knowledge of Virgil such as no amount of study could have imparted. Not only so, but it served to create a newer and higher appreciation of the dramatic art in the interpretation of the classics. It demonstrated that young girls, having no other equipment than that made by their own hands, could visualize and make real that which was in the mind of the master of expression, the great creative genius, as it could not be visualized in any other way.

This production was filmed and no sooner had it been presented before two large audiences in the Atlanta Auditorium, than requests for the use of the film began to come in from other cities. With each presentation in other cities, requests for its use multiplied, with the result that it has been shown before tens of thousands of people, and today the demand for it is such that it will take a year to fill the engagements that have been booked. It has been praised by such men as Dr. Charles Knapp, of the chair of Latin and Greek of Bernard College, Dr. John Noble McCracken, president of Vassar College, and by many other distinguished educators, as well as by leading newspapers and by the heads of educational organizations.

The Semi-Centennial of the public schools of Atlanta was celebrated during the present year, the system having been inaugurated in 1872, at a time when there was much opposition to the idea of popular education at the expense of the public. It is to the credit of Atlanta, that the fight for the free public school was launched early in the life of the community, as pointed out elsewhere in this work, and that the friends of educational progress continued the struggle until their object had been attained. The influence of this agitation was felt throughout Georgia and had much to do with the progress of the public school system in the State. Indeed, the entire Commonwealth is indebted to these far-seeing and patriotic Atlantans who stood steadfastly for the extension of educational advantages to the whole people.

D. C. O'Keefe, an early advocate of the system, did not live to see the public schools established, but his long and arduous labors to that end received general recognition and he became known as the father of the public school system. In 1921, when women were made eligible to membership on the Board of Education, his daughter, Mrs. Julia O'Keefe Nelson, was elected thereon and she holds this place as these words are written, being one of the first women in the South to be so honored. The first Board of Education consisted of J. P. Logan, E. E. Rawson, Joseph E. Brown, Logan E. Bleckley, John H. Flynn, L. P. Grant, David Mayer, H. T. Phillips, S. H. Stout, W. A. Hemphill, M. C. Blanchard and D. C. O'Keefe. Upon the organization of the board, Joseph E. Brown, former governor, was elected president and he served for many years. When elected to the United States Senate, he would return to the city to present the diplomas to the graduating classes, counting this a high honor.

Significant of the trend of the times is the fact that while the men had the preferred places in the beginning of the school system, they were unable to hold their own with the women teachers and principals, and today there is not a male principal or a male teacher in the grammar schools of the City! Another evolution, one that should be especially gratifying to the young folks of today, is the change in the attitude toward corporal punishment. They believed in this system in the old days—and practiced it! In a brief and breezy history of the Atlanta school, prepared by President W. W. Gaines, of the Board of Educa-

tion, in anticipation of the recent semi-centennial celebration, one obtains a clear insight into conditions as they existed in the old days. Mr. Gaines says:

“Corporal punishment, and very vigorous corporal punishment, was the practice in those early days, and it continued so for a good many years. Every day corporal punishment was inflicted, and many times every day. Children often had to stand in line awaiting their turn. Prof. W. A. Bass was a teacher in the Boys’ High School. He was one of the best men and one of the best teachers Atlanta ever had. He was a great believer in corporal punishment. He had a farm in the country to which he went every Friday afternoon. When he came back Monday morning he came with a large bundle of switches, good little switches. He laid them on a shelf over his door, in full sight of his class. By the next Friday afternoon his switches were all used up; and Monday morning he would bring in a fresh supply. Other teachers used corporal punishment, too. Prof. Bass was merely typical in that respect.”

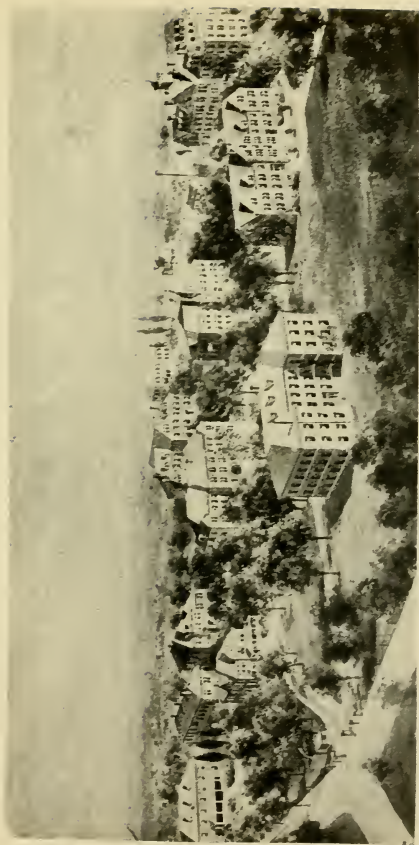
The time came, however, when this system was looked upon with great disfavor, and it finally passed. It is significant, in this connection, that when corporal punishment was abolished the president of the educational board was Eugene M. Mitchell, who, it is said, received a whipping the first day he attended school. He helped to abolish the system, from which one might infer that the mental impression of those early thresh-

ings lingered long after the physical marks had disappeared.

The first superintendent of the Atlanta Schools was Bernard Mallen, who was succeeded in 1879 by Major W. F. Slaton. Mr. Slaton continued at this post until 1907, at which time he was succeeded by his son, W. M. Slaton. The latter was followed by L. M. Landrum, who was succeeded by J. C. Wardlaw. Then came W. F. Dykes, who was followed by the present superintendent, Dr. W. A. Sutton. Thus in a period of more than fifty years, there have been only seven occupants of this high office.

Governor Brown was succeeded as president of the board in 1887 by W. A. Hemphill. The latter was succeeded by Hoke Smith, another president of the board who became a United States Senator. He served as president for a number of years and then, after an absence of some time, was again elected to this office. Others who occupied the post were D. A. Beatie, William S. Thomson, Howard Van Epps, Hamilton Douglas, Luther Z. Rosser, Eugene M. Mitchell, Walter R. Daley, George M. Hope, R. J. Guinn, A. P. Morgan, Paul L. Fleming, Fred E. Winburn and Henry B. Troutman. The last named was succeeded by the incumbent, W. W. Gaines.

The Board of Education as it stands now consists of W. W. Gaines, president; W. L. McCauley, vice-president; James S. Floyd, Mrs. J. O. Nelson, C. F. Hutcheson, A. C. Meixell, with Mayor James L. Key and J. C. Murphy as ex-officio members. It is under the leadership of these members that the tremendous strides of



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the present are being taken, and their administration will remain for ever notable because of the progressive measures inaugurated during their terms of office.

A new and enlarged board, created under recent charter changes, goes into office in January, each ward having a representative. The newly elected board consists of W. Hoke Blair, W. C. Slate, W. W. Gaines, Dr. R. M. Eubanks, Rev. H. J. Penn, Mrs. J. O'Keefe Nelson, W. L. McCalley, Jr., J. T. Hancock, A. C. Meixell, C. L. Trussell, Z. V. Peterson and Mrs. Kate Green Hess.

During the fifty years that the public schools have been in existence, the number of buildings have increased from five to seventy-three—with many others in the course of erection. From a corps of twenty-seven teachers, the system has grown until a total of more than a thousand are now employed. The attendance has increased from 2,090 to 41,337. Most significant of all, however, is the fact that the compensation of grade teachers has grown from \$450 a year to \$1,056, showing an ever increasing appreciation of the fundamentally important work in which these well-trained and thoroughly equipped instructors are engaged. The annual budget has increased during the fifty years from \$21,250 to \$1,836,000. These facts, so briefly set forth, reveal in an eloquent way the manner in which the public schools of the city have led in the vanguard of progress in this wonderfully progressive community.

Dr. Sutton, the superintendent of Schools, is a man of broad vision, with an apt appreciation of the responsibility that the schools owe to the public. He sees in the schools not only an opportunity to develop the capacities of individual children, but an opportunity to serve the City by creating a sense of loyalty to it and, by imparting to the students an accurate knowledge of their own community, fit them better to serve it.

The triangular square opposite the Candler building was the site of the first church and school house erected in the City of Atlanta. This little structure, built of logs and having but one room, was erected in 1847 by popular subscription, and here the first Sunday School was organized, and here the boys and girls of the period received their first instruction in "readin', writin' and 'rithmetic." At the front was a door and two windows, while at the rear were two additional windows. The structure was about fifteen feet wide and twenty-four feet long and stood upon twelve pillars, which raised it about two feet above the ground.

Used during the week for educational purposes, this quaint structure was the scene of divine services on the Sabbath, the first sermon therein being delivered by Rev. J. S. Wilson, who afterward became pastor of the First Presbyterian Church. It was known then as the "Atlanta Union Sabbath School," and denominational lines were not drawn either in the Sunday School or church.

The year following the erection of this building, a library was organized, the books being

placed in this structure. Many of those who had subscribed to make the joint church and school possible, subscribed to the library fund, thus showing an adequate appreciation, even at that early date, of the benefits to be derived from good books.

The first instructor in the school was Prof. McGinty, who was succeeded by Prof. A. N. Wilson. A number of boys who afterward became famous in the City, received their instruction under these men in that little log building. Among the number were Frank P. Rice, Evan P. Howell, Joseph Thompson, B. F. Walker, Quill Orme, Edgar Thompson, and Joel Kelsey. Many others attended as time went on, and the little school had a great influence in shaping the life of the community.

An interesting event, recalling the pioneer school days, marked the celebration of the Semi-Centennial of the founding of the public schools of Atlanta, when a class of ten "boys" of the graduating class of the first High School in Atlanta were awarded their diplomas, this ceremony taking place at the auditorium.

In those early days, pupils who finished their course at the High School took their books and other belongings, and went on their way rejoicing. There were no such ceremonies as are witnessed now, and no diplomas were given. So, in order that the surviving members of the first graduating class might not be eternally deprived of their parchment, they were called forward in 1922 and rewarded for the zeal shown in the course which ended in 1872. The men who re-

ceived their diplomas after fifty years were W. Wood White, Henry C. Beerman, Elijah Brown, James L. Logan, D. Charles Boyd, Henry Wellhouse, George M. Hope, Joseph S. Cook and Herbert H. Brown, all graduates of the class of 1872. These pioneer "school boys" maintain an organization, getting together periodically to talk over "old times."

Another early structure about which human interest centered in the old days was the first postoffice. This building, a one-story frame store operated by Wash Collier, whose name was blazoned across the square front in letters which represented the patient labors of some amateur sign painter. Beneath his name was the one word "Groceries." The structure had a low roof which swept down across a little porch at the left, and at the rear of this porch was a little cubby-hole, where the village postmaster reigned supreme. To the right of the store was a great spreading oak, beneath which the casual visitors to the then isolated hamlet hitched their horses.

Fronting on what is now Peachtree Street, this building stood at Five Points, where Pitt's cigar store now stands.

The erection of four million dollars worth of new school buildings is only a part of the extensive program of improvement now under way.

This program involves the expenditure of eight million dollars, and upon its completion this City will have solved many of its problems and will be fully equipped to meet its destiny of increasing greatness.

Every phase of municipal development is touched by this extensive forward movement. It touches education, transportation, sanitation, and recreation in a most vital manner.

The sum of \$750,000 will go into the erection of a magnificent viaduct nineteen hundred feet in length and will open an entirely new artery between the Eastern and Western divisions of the City. At the same time, it will assist materially in relieving the congestion now existing upon the two great Central thoroughfares—Peachtree and Whitehall.

This viaduct, which will be above Spring Street, will have its point of beginning at Whitehall Street. Leaping off there, it vaults a network of railroads, and lands in front of the Terminal Station, where connection is made with the Plaza.

This nineteen-hundred foot span will be sixty feet in width and have a forty-four foot roadway. Of steel and concrete construction, it will stand for permanency, and architectural details are provided which will make it a thing of beauty as well.

Coincident with the erection of this viaduct, street improvements of far-reaching importance are being carried through. Spring Street, which extends in an almost unbroken line from Marietta Street to a point on Peachtree Street near the Brookwood Station of the Southern Railroad, is being widened and paved from end to end. When the work is finished and the viaduct is brought to completion, persons residing in the Eastern section of the city will have an

almost straight shoot to the great Terminal Station. But the advantage does not end here.

Beyond the terminus of the new viaduct, two arteries extend West, and thus the two great divisions of the City will be linked up in a manner which affords the maximum of convenience to both sections.

The bringing about of this great improvement is not only an engineering triumph. It is a tremendous triumph in the interest of progress. The scaling of this net work of tracks and the opening up of this splendid new artery of intercommunication, will serve to make a vast territory inviting to enterprises of every kind, and the material results to follow will be enormous. It is doubtful if any investment in the history of Atlanta, aside from the building of the water works, has resulted in so great material advantage to the people.

Atlanta had its beginning as a railroad center, and the railroads pierce the very heart of the City. This condition presented many and vexing problems when the subject of grade separation was approached. The magnitude of the undertaking may be judged by the fact that there are forty-seven bridges, viaducts and underpasses in the City today. By the same token, the magnitude of the latest undertaking may be realized when it becomes known that this new enterprise involves an expenditure equal to two-thirds of the total cost of all other grade separation projects. It justly will rank among the great engineering feats of the period.

This magnificent new viaduct is being erected by an Atlanta firm—the Nichols Construction Company—which has carried through many important improvements in this City, as well as in many other parts of the South. Starting here in 1888, this company has been a factor in the developing of numerous important additions to the City. It did the grading and paving at Druid Hills, one of the most fashionable sections of Atlanta. As throwing light upon the marvelous transformation that has been wrought by the passing years, it might be observed here that John M. Nichols, the president of the company, used to hunt 'possums on the hills and through the woods that since have come to constitute the fashionable residence section of Druid Hills.

This company also erected two of the splendid permanent buildings at the Fair Grounds, and built the Marietta Street car line and the car line to Stone Mountain, and has carried through many other important local enterprises, while discharging large contracts in other states. Among the latter might be mentioned the new Louisville & Nashville building at Manuel, Ky., costing \$600,000.

Nothing pleases an Atlantan more than for an Atlanta firm to get an important Atlanta contract, and it is this spirit of helpfulness toward home enterprises that is helping to make this City more and more the home of great business organizations.

The investments of Atlanta in grade separation projects, upon the completion of the Spring street viaduct, will be:

Spring street viaduct, \$750,000; Forsyth street, \$84,126.84; Broad street, \$17,094.00; Jones avenue, \$13,865.47; Bell street, \$7,249.22; Mitchell street, \$66,846.82; Whitehall street bridge, \$29,277.47; Whitehall street viaduct, \$70,471.20; Peters street, \$93,116.70; Magnolia street, \$14,747.38; Powell street, \$3,290.00; Maddox Drive, \$2,118.35; Washington street, \$121,022.56; Edgewood avenue, \$64,382.27; Boulevard underpass, \$28,281.34; Pryor street pedestrian underpass, \$10,527.60; Ponce de Leon avenue, \$5,383.50; Bellewood avenue, \$52,816.55; Collier Road, \$8,099.15; Glenn street underpass, \$35,751.17; Greensberry avenue, \$9,364.84; Whitford avenue underpass, \$4,482.01; Glenn street underpass, \$30,504.87; Piedmont Park—Boulevard, \$28,702.42; South Pryor street underpass, \$66,052.84; Lee street underpass, \$13,509.35; South Whiteford avenue, \$2,814.54; North avenue, \$1,470.00; Hill street, \$2,160.00; Hardee street, \$280,000; Peeples street, \$287.42; Euclid avenue, \$526.00; West Mitchell street underpass, \$2,028.60; Fletcher street, \$315.00; all of which were built by the city, and the following which were built by the railroads: Highland avenue, \$11,000; Lakewood avenue, \$13,000; South Boulevard underpass, \$54,148.50; Nelson street, \$42,525.00; Marietta street, \$16,184.00; Estoria—Krog street underpass, \$49,000.00; Lawton street, reconstruction, \$2,260.00; Piedmont avenue, reconstruction, \$990.00; McDonough Road, reconstruction, \$1,433.34; Brookwood Station, \$15,400; Brookwood Station underpass, \$5,485.43; McDaniel street, \$1,960.00; Humphries street, \$1,764.00.

Here is a grand total of \$1,856,543.15 expended in the interest of public convenience and public safety, with the result that Atlanta enjoys exceptional immunity from those dreadful calamities known as grade-crossing accidents.

The work of grade separation began on a comprehensive scale in 1891 with the erection of the Forsyth street viaduct, the opening of which was the occasion of a rather elaborate ceremony. And justly so, for it marked the beginning of an era of construction that added hundreds of thousands of dollars to the taxable values of the city.

The Highland avenue bridge came next in 1892; then the Broad street bridge and the Peachtree Road bridge at Brookwood, in 1895. In 1896 the Jones avenue bridge was built, and Bell street bridge was erected in 1897. The Mitchell street viaduct was built in 1896, as was the Hill street bridge. In 1899 the Whitehall street bridge over the Southern railroad was erected, and in 1901 the Whitehall street viaduct was completed. Then came the Peters street viaduct in 1892, the Magnolia street bridge in 1904, the Lee street underpass and the Powell street underpass in 1905. In 1906 the Washington street viaduct, the Boulevard underpass, the Greenberry avenue bridge, the Lakewood avenue bridge and the South Boulevard underpass were provided. In 1907 the Pryor street pedestrian underpass and the Marietta street bridge of the Western and Atlantic were completed. The Ponce de Leon avenue bridge was erected in 1909; the North avenue bridge in 1910; the Estoria-Krog street underpass, the Bellewood avenue bridge and the Col-

lier Road bridge all went up in 1911. In 1912, the first Glenn street underpass was provided, and in 1915 the one under the Central of Georgia railroad was provided. The South Pryor street underpass was provided in 1916, as was the Piedmont Park-Boulevard bridge. The Brookwood-Peachtree Road bridge and the Brookwood underpass were provided in 1917, and the South Whitford avenue bridge was built in 1918. Now comes the greatest of all the numerous enterprises, the Spring Street Viaduct.

Sewer construction, which forms a large and important element in the extensive program of improvements now under way, embraces seven major projects, aggregating a total of nine miles. The completion of this work will mean another engineering triumph, for topographical conditions in and about Atlanta make drainage an exceedingly difficult problem.

Built upon rolling ground, with a great number of hills, ridges and valleys, the City presents a problem that is very unusual when the matter of drainage is considered. One or two sewerage outfalls are enough for most communities, but not so with Atlanta. Here six are required; a condition that calls for extraordinary resourcefulness. The problem has been before the engineers of the City for years, and the difficulties finally were overcome—on paper. Not until the present was the means provided for doing what the engineers said should be done. Now the problem has been reduced to a mere matter of construction, and in a little while Atlanta's sys-

tem of sanitary and storm water sewers will be second to none.

This drainage problem, by the way, became more complex as the engineers labored over it. In 1910, about which time the matter began to receive the most thorough consideration, the population of Atlanta was only 154,000, while the area of the City was only 17.2 square miles. During the twelve years which since have elapsed, the population has grown to approximately 240,000, while the area has increased to 30.68 square miles.

That this rapid increase in population would continue, and that there will also be periodic increases in the area of the City, was well recognized by the engineers, and their work is broad and comprehensive; designed not merely to meet the needs of the present, but in anticipation of the needs certain to arise in the future.

The program under the recent bond issue includes the Highland avenue trunk sewer, about 2,400 feet; the Lloyd street twin-trunk sewer, about 2,435 feet; the Orme street trunk sewer, about 4,000 feet; the Greensferry avenue trunk sewer, about 3,400 feet; the McDaniel street-South Pryor street-Stewart avenue trunk sewer, about 3,450 feet, and lateral trunk sewers connecting with these main trunks, about 10,000 feet; sanitary trunk sewers, also leading into main trunks as described, about 20,000 feet.

With the completion of this vitally important work, Atlanta, with an exceptional record for healthful conditions and an unusually low death rate, undoubtedly will rank among the foremost

cities of the country in point of freedom from disease.

The improvements enumerated above, and those which are being made in the parks and playgrounds, taken in connection with the vast scheme of school erection, show an appreciation of fundamentals that argues well for the future of the City. People whose destiny is cast in urban communities have come to expect—and have a right to expect—certain fundamental provisions for their well-being, which cannot well be supplied save by the municipality. They want adequate and efficient educational facilities, proper safeguards for the protection of their health, reasonable provision for recreation, and the assurance that life and property are secure. Other things being anything like equal—which means equality in the opportunity to earn a living, or to succeed in business—they will select as their home that city which makes the most intelligent provision along the lines indicated. Alive to this fact, Atlanta is adding to superior advantages of a material nature, superior advantages from the standpoint of health, education, recreation and the like. Already foremost among Southern cities in these matters, she is preparing to take her place among the most advanced communities in America.

Atlanta is a pioneer in providing municipal golf links, and, as pointed out elsewhere, there is no form of recreation in this City that is more thoroughly enjoyed by the masses of the people, unless it is swimming. And here, too, really remarkable provision has been made. At Grant

Park a new swimming pool of Roman magnificence has been provided recently. It embraces 65,190 square feet and is perfect in all of its appointments. There is also a secondary basin for children which contains 30,260 square feet.

At Maddox Park there is a swimming pool embracing 47,392 square feet, and a basin for children containing 8,312 square feet. At Oakland City Park there is a swimming pool embracing 19,208 square feet, and a pool for children with an area of 11,256 square feet. Mozley Park contains one pool, with an area of 9,016 square feet.

In addition to the above, which provide convenient places of recreation in many communities, there are two great swimming pools where thousands may enjoy this sport; one at Piedmont Park, with an area of about 4 acres, and one at Lakewood with an area of about 3 acres.

Mayor Key, while supporting energetically the movement for improved educational and recreational advantages for the white population, as shown by the splendid new white schools under way, and by the many new swimming pools, has urged similar advantages for the colored population. As a result, the negroes have been furnished with a splendid recreational center in Washington Park, where a magnificent new swimming pool has been opened, and the school program includes a great high school plant for colored children that will be an ornament to the City. Not only so, but they have been provided with a splendid public library, a branch of the Carnegie Library, adequate hospital facilities,

and numerous other things which serve to give the colored population of the City up-to-date advantages.

CHAPTER XXII.

WOMEN ACHIEVE MUCH

ONE of the most virile institutions in Atlanta, and one which typifies in eloquent fashion the fine co-operative spirit of the women of the City, is the Atlanta Woman's Club.

Here is an institution that is unique among organizations of its kind; unique in the wide range of its activities, and in the splendid nature of its accomplishments.

During the present year, this club completed and opened a magnificent auditorium, representing an investment of nearly one hundred thousand dollars, which, coupled with its beautiful club building, gives it a home that for completeness and excellence of appointments, surpasses anything of the kind in the United States.

That an undertaking so monumental could have been carried through in so brief a period, is one of the surprise achievements in this City of extraordinary accomplishment. Certainly it bears abundant testimony to the zeal and capacity of the splendid women who compose the membership of the club and to the high executive skill of its officers.

The Woman's Club was organized in 1895 and chartered in 1898, and from the outset became a tremendous factor in the life of Atlanta. Its influence and membership grew rapidly, and to-day the names on its rolls exceed twelve hundred.

representing the most active, energetic and patriotic women of Atlanta.

Located on beautiful Peachtree Street, housed in a fine and impressive mansion, and having every facility for carrying on the multiplicity of activities in which they are engaged, the Woman's Club is ideally situated and properly ranks as one of the great constructive forces of the community.

One of the activities of the organization that has a very practical bearing upon the homes of the people of Atlanta relates to the establishment and maintenance of the Municipal Curb Market; a highly practical and useful institution founded as the result of the activities of the Women's Club and operated under the Market Committee of the Club, in co-operation with the city authorities. This market has served a three-fold purpose. It has simplified the problems of the Atlanta housewife; has had a marked tendency to reduce the cost of many necessities and to make them available when in the best possible condition, and has served greatly to encourage the truck-growing industry in this vicinity. The magnitude of the proposition may be gauged from the fact that over \$300,000 worth of products have been disposed of at the market during the past few months.

A feature of this work consists of an educational campaign that has served to bring about a marked increase in the quantity and variety of crops. Lectures by agricultural experts, familiar with the soil possibilities in this section, have been given, and these have been followed by the



UPPER—MOREHOUSE COLLEGE
LOWER—CLARK UNIVERSITY

introduction of numerous articles which, until the beginning of this campaign, were shipped in from other parts of the country.

The work of the club in this connection has attracted widespread attention and its example is being emulated in numerous other communities.

Philanthropic work is carried on upon a large scale, and as a result of its activities along these lines, the club has won the title of "Loving Mother of the Community." Here every worthy cause finds practical assistance and encouragement. The plea of the suffering in foreign lands has been heard and answered on many occasions, and the work in the home field has been broad and comprehensive. The Department of Child Welfare has done a magnificent work in ministering to the children of Atlanta; the Hospital and Prison Committee has carried comfort and cheer to multitudes, the cause of education has been promoted by practical and whole-hearted effort. A Co-operative Exchange is maintained, through which many persons who are unable to leave their homes are enabled to reap the rewards of industry; civic conditions receive attention and much constructive work is done along these lines, the purpose being to make Atlanta the most beautiful and attractive city in the country; a Department of Household Economics is maintained, where classes in dressmaking, cooking, interior decorating, etc., are given instruction; classes in art, music and drama are conducted, having a marked influence upon the cultural life of the community; master musicians are brought to the City through the activities of the Music Commit-

tee, and art exhibits are held which prove a decided factor in kindling appreciation of the best.

The Woman's Club, with its large and highly representative membership, and its delightful appointments, naturally has become the social center of Atlanta. The serving of dinners, luncheons and afternoon teas is a regular feature, and delightful entertainments are daily features.

A truly remarkable institution, and one which has been a mighty force in the progress of Atlanta, this club is justly among the most appreciated and admired organizations in Atlanta, and no guest, however distinguished, feels that a visit has been complete without at least a brief sojourn within its beautifully appointed and hospitable portals. Mrs. Warren G. Harding, wife of the President of the United States, and many other distinguished visitors have been entertained here.

The original club house, built several years ago, is of grey stone and is designed in the Norman style. In 1921 the Club decided that the time was ripe to begin to carry out their long cherished hope of securing an adequate plant to allow them to have full scope in all their activities.

An ambitious plan was undertaken, providing for a final development that assures the Club of the most complete and sumptuous kind when the entire project is completed. The scheme embodies three units, each complete in itself, which will form a unified whole when the ultimate is reached.

The first step was taken in 1921 when the auditorium was built. This is of fireproof construction and seats approximately 700. It has a sloping ground floor with a balcony above, and four boxes. The stage is 24 feet by 58 feet, has a fly gallery and grid iron and is completely equipped. This auditorium is so arranged that daylight performances may be held, or the auditorium may be darkened, and the lighting supplied by the most modern electrical equipment. The interior design of the auditorium shows a wall base of caen stone finish to the height of the balcony rail. This base is pierced on both sides of the auditorium by a series of casement windows, affording ample daylight which may be excluded by the tapestry hangings. The side walls above the base are divided into panels capped by low relief ornaments. The Proscenium arch is the depth of the stage boxes and is enriched with Plastic Ornaments. The ceiling is formed of four intersecting vaultings supporting a shallow dome of opaque glass which is lighted from a skylight above and which may be darkened by a curtain mechanically operated. In rear of the balcony is located a fire proof moving picture machine booth. Ample locker rooms, dressing rooms, showers. etc., are provided under the stage.

The next step, for which arrangements are now being consummated, is to build a Banquet Hall, which will connect with the Auditorium Foyer. This will be provided with a hard wood dancing floor, a shallow barrelled vaulted ceiling in panels of low relief. The decorations will be

in French **grey and rose**. The Banquet Hall will also connect with the original Club House.

For the auditorium and the Banquet Hall the architects. Messrs Marye and Alger, selected the later French style of Louis XV following in detail and decoration somewhat the motif of the Petit Trianou. This harmonizes with the earlier style of the original club house, and allows an opportunity for details and decorations more appropriate to the uses for which the new buildings are intended.

The final step will be a swimming pool, which will be built in the future, on the South side of the auditorium.

The president of this great civic and social organization is Mrs. B. M. Boykin.

The movement to convert Stone Mountain into one of the world's greatest memorials was started by an Atlanta woman's organization, Atlanta Chapter No. 18, Georgia Division, United Daughters of the Confederacy. This is one of the most active of all organizations of this character, and it has accomplished a work of great importance, not only in perpetuating the memory of the heroic achievements of the Confederate soldier, but in accumulating invaluable relics of the period in which he made history. It owns a chapter house that is a credit to the City, and which furnishes a splendid background for its numerous activities. Organized in 1895, it has been a virile agency from the first and its influence has been and is being felt far beyond the borders of Atlanta.

The daring idea of having a vast panorama carved upon the sheer side of Stone Mountain as a memorial to the valor of the Confederate soldier, once originated, seized the popular imagination, and later the work was taken up by the Stone Mountain Confederate Memorial Association, organized for the specific purpose, and it is under this auspices that the marvelous enterprise is going forward. This association, as a matter of course, has the enthusiastic co-operation of Atlanta Chapter No. 18 in carrying on the great work. The officers of this chapter are: Mrs. C. Helen Plane, Honorary President; Mrs. W. S. Coleman, President; Mrs. J. A. Perdue, First Vice-President; Miss Sallie Melone, Second Vice-President; Mrs. A. O. Woodward, Third Vice-President; Mrs. W. C. King, Recording Secretary; Mrs. Earl Scott, Corresponding Secretary; Mrs. Richard Moore, Treasurer; Mrs. John C. Henderson, Registrar; Mrs. J. G. Heard, Auditor; Miss Cora Brown, Historian.

The following poem, "The Tribute of the South," by Virginia Fraser Boyer, appears in the Year Book of Atlanta Chapter No. 18, and it breathes, not only the spirit of the South, but the spirit of this body of splendid women:

*Out of the mists and the storms of years,
Out of the glory of triumph and tears,
Out of the ashes of hopes and of fears,
The Old South still leads on.*

*She is bringing today what her hands have
wrought,*

*What her mother's heart at her knee has taught,
Her treasure of time that her blood has bought,
To lay at the nation's feet.*

*She has kept unmixed through her years of pain
America's blood in its purest strain;
As she gave to the past, she gives again
For the glory of her land.*

*With a patriot's faith in the days to be,
She is pressing the seal of destiny;
With the fame of her Jackson and her Lee—
The heritage of her sons.*

Sir Robert Baden-Powell might have had the Girl Scouts of Atlanta in mind when he wrote in his Foreword to the Girl Scout Handbook: "The members of our sisterhood besides being handy and ready for any kind of duty are also a jolly happy family, and likely to be good, cheery companions to their mankind."

Under the leadership of Lady Baden-Powell, the girl scout movement, started in England, has spread to 29 leading countries of the world." "This sisterhood," Sir Robert, "the father of all scouting," says, "is a League of Nations with living force, in close touch and sympathy with each other."

The Girl Scout motto is: "Be Prepared." The slogan is: "Do a Good turn daily." The activities include home nursing, first aide, public health, sewing, cooking, camping, citizenship, swimming, and other special lines of interest. The girls are awarded badges for service to their

homes and the community and for achievements along practical and cultural lines.

In Atlanta during their first year, Girl Scouts gave a total of 17,600 hours of service to their mothers, and a total of 4,000 hours community service. Fifteen troops went on over-night camps, and 80 girls spent a week or more in Camp Julietta Low on Lookout Mountain, or Camp Highland, near Atlanta.

Atlanta Girl Scouts come from every section of the City, every condition of life, and every religious denomination. The movement is democratic. Girls in Scout uniform must not wear jewelry nor silk stockings. "A girl Scout is a friend to all and a sister to every other girl Scout."

The Atlanta Girl Scout Council was chartered August 5, 1921, having been founded by Mrs. Albert Thornton, Sr. with Mrs. Frank D. Holland president and Miss Corinne Chisholm director. On the first executive board were Mrs. Frank Inman, Mrs. James L. Dickey, Mrs. Victor Kriegshaber, Mrs. Ulric Atkinson, Mrs. Edwin Peeples, Mrs. Wilmer Moore, Mrs. Reuben Clarke, Mrs. Mell Wilkinson, Mrs. H. G. Hastings, Mrs. Lee Ashcraft, Mrs. Julian Boehm. Mrs. Fred Paxon, Mrs. Benjamin Elsas, Mrs. William Kiser. Mrs. Joseph Lamar, Mrs. J. K. Ottley, Mrs. Sam Inman, Mrs. Robert Maddox, Mrs. Rucker McCarty. Mrs. A. S. Adams, Mrs. Robert Alston, Mrs. Don Pardee, Mrs. John Slaton, Mrs. George Varden, Mrs. Ernest Kontz, Mrs. Richard Johnson, Mrs. Arthur Harris, Mrs. Henry Davis. Mrs. M. Rich. Miss Laura Smith, Mrs. Howard Bucknell, Mrs. William Percy, Mrs. Sig Pappenheimer, Mrs. Rob-

ert Pegram, Mrs. Ewell Gay, Mrs. W. D. Manley, Mrs. Morris Brandon, Mrs. Robert Daniell, Mrs. W. B. Price Smith, Mrs. T. T. Stevens, Mrs. Howard McCall, Mrs. Stephen Barnett, Mrs. Chesley Howard, Mrs. Hollins Randolph, Mrs. William Prescott, Mrs. S. Y. Tupper, Jr.

At the end of the first year. the movement had grown to a strength of 500 girls and 60 leaders. Services of all leaders were volunteered.

Girl Scouts formed a guard of honor for President and Mrs. Harding on their visit to Atlanta in November, 1921, and Mrs. Harding. who is herself a Girl Scout, presented the Atlanta Girls with their first official colors. Other distinguished visitors to Atlanta and to camps where Atlanta Girl Scouts spent a part of the summer, were Mrs. Herbert Hoover, president of Girl Scouts, Inc., and Mrs. Juliette Low, founder of American Girl Scouts.

Atlanta Girl Scouts were present at the planting of the first trees on the Bankhead Highway.

How came it that Atlanta has two Peachtree Streets? The answer to this question throws light upon topographical conditions in the city, as well as upon the condition of its main thoroughfares in the early days. Peachtree Road, as it was known in the early days (now West Peachtree,) followed a direct course. dipping into a deep "bottom" beyond the present junction with Peachtree. It was the short and favorite route taken by farmers and others in bringing their products to town and carrying their supplies back home. However, when the rains descended, this bottom became a morass through which even the stoutest teams could not

draw a load. So, it became the habit of the people who used this thoroughfare during the wet weather, to take to the high ground. Thus a second Peachtree was created, following the ridge until the low ground on the original Peachtree was passed, and then forming a junction therewith.

While the name "Peachtree Street" is assumed to have originated from a famous Georgia fruit tree, there is a legend which points in an altogether different direction. According to this story, which was heard by a few old settlers before Atlanta was more than a cross-roads village, it was the custom of the Indians, in passing this way, to stop at what is now known as Peachtree Creek in order to rest and enjoy a little recreation before resuming their journey. On the banks of this creek was one particularly large tree under whose spreading limbs the Indians would rest, and about which they would play. One of their games was the pitching of tomahawks, and this great tree was the favorite target. Out of this custom grew the name "Pitchtree," which was applied by the Red Men to this monarch of the forest. It followed then, that the stream also became known as "Pitchtree Creek," a name that was easily converted into "Peachtree" by the "Pale Face" population, and by this name it has since been known. Peachtree Street, of course, came into possession of its name because it crossed Peachtree Creek.

This interesting legend of the "Pitchtree" and how it came to be so named, was told to a member of an old Atlanta family more than a half century ago by one of the Indians who participated

in the games about the ancient tree and who claimed to know the facts about it.

While Hardy Ivy, who built his cabin home here in 1833, was the first man to invade the wilderness that was to become the site of Atlanta, he was not the only settler in this vicinity, as several farmers had their abodes within a radius of a few miles. Speaking of this period, the little history issued twenty years ago by the Pioneer Citizens' Society of Atlanta, says:

"The first settlement on the road to Nelson's Ferry was that of Mr. Thurman, who owned a farm and also ran a mill on a small stream that coursed through his place. Among the families of that day living within a radius of about two to ten miles were Benjamine Little, Charner Humphries, James Montgomery, Abner Conley, Isaiah Hornady, ———— Hughie, ———— Blackstock and Moses Trimble."

The Charner Humphries referred to in the above paragraph was the man who built the "White Hall Inn," from which Whitehall Street derived its name. This inn was erected in 1837. Isaiah Hornady, also mentioned above, was the father of Rev. Henry Carr Hornady, who was pastor of the First Baptist Church in Atlanta during the civil war, and who had two sons, John R. Hornady and G. A. Hornady, in the Confederate army, both of whom served throughout the struggle and participated in the defense of Atlanta.

It is said, with reason, that funny things happen in politics and in newspaper offices, and this is illustrated in the story of one of the most remarkable newspaper "beats" ever recorded. It

happened in Atlanta during the second election of President Woodrow Wilson, in November 1916.

In order that the layman may understand how such a serio-comic occurrence could transpire it is, perhaps necessary to make this explanation:

News is often sent out by press associations over their leased wires from a few minutes to several hours in advance of the actual happening. to be released later by a "flash" bulletin. Also, important news bulletins are "flashed" on the wires in a few meagre words to advise the newspaper editors of what is coming.

It will be recalled that the result of the 1916 presidential election was in doubt for three or four days and finally was seen to hinge on the vote in California. Every newspaper was keyed up to the highest tension lest a competitor come out first with the California vote.

On the afternoon of the second day after the election, press associations were sending out advance leads to fit either a Wilson or a Hughes victory, the appropriate story to be released and published when the vote finally was counted.

A telegraph operator in one of the Atlanta newspaper offices, which also was Southeastern distributing point for that particular press service, received signals over the wire which he interpreted as follows:

"Hold for release.

"Flash: Wilson carries California."

This was followed by a staff correspondent story telling how Mr. Wilson had been swept into the presidency by California's vote. The newspaper into whose office this message came,

issued an extra immediately and thousands of copies were sold on the streets within a few minutes. The distributing office of the press association also flashed the news to all its clients over the Southeast, with the result that all those papers, too, got out extras telling of Wilson's defeat of Hughes.

The Southeastern manager of the press association in question, waited some time for a confirmatory bulletin giving the size of Wilson's majority in California, and as it did not come he made inquiries of the office which had relayed the message to Atlanta.

"What do you mean Wilson carried California?" came the answer. "We sent no such flash."

Needless to say this caused consternation in the Atlanta office. A hasty investigation revealed the fact that the message received here should have read:

"Hold for release *on* flash that Wilson carries California."

At that hour Wilson had a lead of only about 3,000 votes, with the strong Republican counties in Southern California yet to be heard from. To make matters worse, news was just then flashed over the wire that the Republican county of Los Angeles had discovered that "an adding machine" had made a mistake of two thousand votes and this cut Wilson's lead to a scant thousand! It mean, virtually, that Hughes instead of Wilson was elected.

A consultation was held in the Atlanta office at which gloom was thicker than the pro-

verbial gumbo. The operator who made the mistake was in tears. The news manager, who seemed to possess the sixth sense sometimes ascribed to newspaper men, declared he would not attempt to correct the bulletin to the South-eastern clients; that in spite of the seeming election of Hughes he still had faith that Wilson would win out. The local paper also decided to stand its ground. And fortune then began to smile.

The democratic election manager in San Francisco, not to be outdone by their republican friends in Los Angeles, discovered that their adding machine, too, had made a mistake of 2,000 votes, which again placed Wilson 3,000 votes in the lead! Confirmation of his election came some 36 hours later.

This story is a "beat" in itself, as it is the first time the inside facts have been told of how an Atlanta paper and a score or more of others throughout the Southeast "scooped the world" on the election of America's great war president.

The interest of the people of Atlanta in the political fortunes of President Wilson was intensified by the fact that he formerly was a citizen of this City, being engaged here in the practice of law while unknown to fame and while giving few outward indications of the great qualities for which he afterward became distinguished. Certainly none who came in contact with the quiet, studious and reserved Wilson of that period were able to foresee the brilliant political future that awaited him.

Admitted to the Atlanta bar before Judge George Hillyer in 1882, he displayed a modest tin sign in front of the Law Building and waited for clients who might be in need of legal services, but these proved to be few and far between. It is known that he had a hard struggle here and that here the financial shoe pinched with some severity. So, finally, he took down the modest "shingle," bearing a name that was to become immortal, and moved—moved to a height that it is given to few men to attain! From professor to College President; from College President to Governor; from Governor to President of the United States, achieving meanwhile a reputation for intellectual attainments that placed him among the giants of all ages.

Atlantans wish now that Woodrow Wilson had been less reserved in those old days; that they might have known him better; that they might have appreciated him more. But the day passed, as days will, and the opportunity fled, as opportunities will, and this great, outstanding figure in world history became known to few as Wilson, the Atlantan.

CHAPTER XXIII.

A FEW PERSONALITIES

THE Atlanta youth who is seeking inspiration by examining the records of those who have achieved large things, does not have to go far afield, for upon the scroll of Atlanta's yesterdays many chapters appear that unfold stories of accomplishments such as quicken the pulse and fire the heart with high purposes.

To relate one-tenth of what is revealed by a study of things past—in the establishment of great business enterprises, in the promotion of religious and philanthropic movements, in writing glorious history upon the battle field, and in the realm of professional endeavor—would require many volumes, and only the briefest survey can be made here. However, the few examples that are given are typical of many and should be enough to kindle the faith of the striving.

Among the pioneer citizens no names are more familiar, or represent more in the upbuilding of the community, than those of Captain James W. English, Hon. Frank P. Rice, Judge William T. Newman, Samuel Inman, Judge George Hill-
yer, Joel Hurt, Robert James Lowry and Colonel Robert F. Maddox, all of whom, together with many others, played a conspicuous part in shaping the life of the City during the formative period. Of these notable contributors to the

greatness of Atlanta, Capt. English, Frank P. Rice, Judge Hillyer and Joel Hurt survive.

Few among the pioneers left more numerous reminders of their virile personality than Samuel Inman, who located in Atlanta in the spring of 1867 and who, for many years, was a dominant factor in the life of the community. Immediately after his arrival here, he organized the firm of S. M. Inman & Son, an enterprise which developed into one of the largest and most influential of its kind in the South.

Mr. Inman was born in Dandridge, Tenn., February 19, 1843, a son of S. W. and Jane Martin Inman. After attending the local schools, Mr. Inman was sent to Princeton, where his education was completed. Upon the outbreak of the war, he joined the First Tennessee Cavalry, and became lieutenant of the company. Near the close of the conflict he was detailed to special duty on the division staff, serving until the close of the struggle. Brave, loyal and unselfish, he was a great favorite among his fellows in the army, and his honorable discharge remained one of his prized possessions until the day of his death.

As a citizen, Mr. Inman endeared himself to all who knew him by reason of his generosity in behalf of every worthy cause, and the enthusiasm with which he supported all movements which made for the progress of the community.

Mr. Inman enjoyed for years the tribute of being termed Atlanta's "First Citizen." That this was no empty title was shown by the honor paid his memory when his life of service was ended. His exalted character, his sympathetic

consideration for others, his unselfish service to his city and his fellows, drew to him the love and admiration of the entire community, and no man was more sincerely mourned. His interest in education was intense, and no man had more to do with the promotion of Agnes Scott College into the great institution that it is today. This well earned tribute was paid him when the whole city was mourning his death:

“A citizen without an enemy, a friend without a flaw, a thinker without conceit, a leader without arrogance, a philanthropist without pride, a husband and father without fault.”

Another greatly beloved citizen among the pioneers, was Judge William T. Newman, who, at the time of his death, was the oldest district judge in the United States, and certainly one of the most honored.

Judge Newman, a member of a distinguished Tennessee family, and a brave soldier of the Confederacy, located in Atlanta immediately after the close of the war. He was city attorney of Atlanta from 1871 to 1883, and in 1886 was appointed judge of the Northern District of Georgia by President Cleveland. This office he filled with rare distinction until his death, thirty-four years later.

The interests of Judge Newman were as wide as the needs of humanity, and he literally loved his way into the hearts of all Atlantans. Every worthy cause enlisted his heartfelt support, and his impression upon the community in which he lived and served was deep and lasting.

Judge Newman was married in 1871 to Miss Fanny Percy Alexander, of Nashville, Tenn., who survives him, together with two daughters and a son.

One of the men chiefly instrumental in laying the foundations of Atlanta's splendid financial and business structure was Col. Robert James Lowry, founder of the Lowry National Bank.

Colonel Lowry came to Atlanta from Greenville, Tenn., just about the time the rumblings of the approaching conflict between the States was echoing in the distance; his purpose being to purchase equipment for a fife and drum corps which he contemplated organizing. At the time he had no idea of remaining here, but shortly after his arrival he met Miss Emma Markham, one of the most attractive of Atlanta's belles, and thereafter nothing could take him away. He was married to Miss Markham in November, 1862, and the union thus formed proved a peculiarly happy one. The Golden Anniversary of this marriage, which was celebrated ten years ago, was one of the most notable social events in the history of the City, all Atlanta doing honor to the man and woman whose union had meant so much to the community.

Shortly after his arrival in this City, the war came on, and then Colonel Lowry found an opportunity for serving the Confederacy that was peculiarly fitted to his talents for organization and administration. This was the field of transportation. Atlanta had become not only a railroad center of great importance but quickly developed into a vast munition center. The trans-

portation of soldiers and the implements of war became a problem of first importance, and in this field Colonel Lowry rendered conspicuous service. Following the conflict, he entered the wholesale grocery and banking business—a combination that was not unusual in those days. At this time he was joined by his father, William M Lowry. Later the grocery end of the business was abolished, and the firm turned all of its energies to the upbuilding of the institution which finally developed into the great Lowry National Bank of Atlanta.

Col. Lowry was a man of large vision, of striking physique, and was gifted with boundless energy. His ambition was to build a financial institution that would have the strength and the resources to play a dominant part in the development of the growing City of Atlanta, and he lived to see this ambition gratified to the full. He died on January 8, 1919.

Captain English also crowned a long life of usefulness by becoming the foremost figure in establishing and fostering a financial institution that ranks among the greatest in Atlanta—the Fourth National Bank. Though at an exceptionally ripe age, he still serves this institution as chairman of the board and is on duty every business day. One of the early mayors of the City, he has always taken great interest in civic matters, and was an important factor in putting the City upon a firm financial basis.

Judge Hillyer also served his city as mayor, and he, too, deserves much credit for the transformation wrought in its financial standing. Such

men rendered service of incalculable value in laying the foundations of the municipal structure deep and strong, as did such men as Frank Rice, Joel Hurt, Robert Maddox and Robert Lowry, in planting the foundations of the City's business structures.

Mrs. Samuel Inman, who survives her distinguished husband, has also displayed a sympathetic interest in all matters relating to the betterment of the City and is, and long has been, a vital factor in social, religious and eleemosynary activities.

Mrs. Inman is General Federation Director of the Georgia Federation of Woman's Clubs; a director in the Chamber of Commerce of Atlanta, a trustee of Agnes Scott College, was State Chairman of the Council of Defense during the war, is ex-president of the Home for Incurables, and is one of Atlanta's most zealous exponents of an art museum. Though modest and self-effacing, and of the type who would not that the left hand know what the right hand is doing, she, like her great and lamented husband, is a devoted friend of every movement that makes for progress along the highest and best lines.

An Atlanta woman who has passed on but whose memory lives was Mrs. Livingston Mims, whose appreciation for the sweet and beautiful is manifested in the exquisite memorial to Sidney Lanier which stands in Piedmont Park. Mrs. Mims left her jewels for this purpose, stipulating that they should be sold and the proceeds should go into this monument to Georgia's greatest poet. This act was typical of the giver, whose

life was one of gracious appreciation of things worth while.

Other names one hears in Atlanta when the roll of distinguished daughters is being called are that of Mrs. James K. Ottley, Mrs. Joseph R. Lamar, Miss Isma Dooley, Mrs. Samuel Lumpkin, Mrs. Lollie Belle Mylie, Miss Louise Dooley, Mrs. Alonzo Richardson, Mrs. William L. Peel, and Miss Nina Hornady.

Atlanta women are distinguished for their loyal support of movements that have to do with the common good. As in war they gave of their best to keep aflame the fires of patriotism, so in peace they have led in all things which tend toward better conditions for the human family. The work they have done through the Atlanta Woman's Club, which is referred to in another chapter, furnish a typical example, and it might be said that the spirit of the president of this organization is the spirit of the womanhood of the City.

The president of the Woman's Club is Mrs. Basil Manly Boykin. She was chairman of the last war savings stamp drive and with two hundred and seventy soldiers to assist her, sold nearly one million dollars worth of stamps. She was also active in the drive of the Anti-Saloon League to bring about a dry America, organizing Woman's Divisions in six Southern States. Each year she serves as chairman of "Poppy Day" for the American Legion, and does the same for the Anti-Tuberculosis League in the annual Christmas seals campaigns.

During the World War, Mrs. Boykin became known as "The Mother of Camp Gordon," be-

cause of her intense interest in the welfare of the soldiers stationed in this camp. She organized the Woman's Division of the Training Camp Activities, later called War Camp Community Service, giving from eight to twenty-five entertainments each week at the camp. She also organized the Woman's Division of the Young Men's Christian Association and selected women for the Overseas Canteen Service. She opened the Woman's Department of Camp Gordon, where she had twenty uniformed secretaries. This organization did valiant service in behalf of the soldiers.

In considering the lives of those who have played an important part in the history of Atlanta, one is confronted with an extraordinary situation—one perhaps not paralleled in any other community. Here reside three brothers, each of whom has won great distinction. Atlantans will recognize at once that this reference is to the Candler brothers—one famous as a business man and a philanthropist, another Senior Bishop of the Methodist Episcopal Church, South, and another a distinguished jurist and an ex-member of the Supreme bench of the State of Georgia.

Quite as interesting as the story of the accomplishments of these men is the record of their ancestry. Their father, Samuel Charles Candler, a merchant in Carroll County, was a son of Daniel Candler, who was the first Senator in the Legislature of Georgia sent from the district then composed of Cherokee, Forsyth and Cobb counties. His father, William Candler, was a noted figure in the Revolutionary War. He became

commander of the upper Georgia Regiment when General Elijah Clark was promoted to Brigadier General, and served with distinction. He participated in the battle of Kettle Creek, the Cowpens, Kings Mountain and Eutaw Springs and in the siege of Augusta. He was a member of the first State Legislature from Richmond County.

On the mother's side, the record reveals other distinguished figures. Mrs. Candler was Miss Martha Bealle, a daughter of Noble P. Bealle, who was a son of Major Thaddeus Bealle, of Maryland, who commanded a battalion of the "Maryland Line" in the army of General Washington. Her mother was Justiana Hooper, the daughter of Thomas Hooper, of North Carolina. Samuel C. Candler's mother was Sarah Slaughter, a daughter of Captain Samuel Slaughter, and a grand-daughter of Captain Phillip Slaughter, of Culpepper County, Virginia. Samuel Slaughter had a hand shot off in the last days of the siege of Yorktown just before the surrender of Cornwallis.

It is interesting to note that Daniel Candler, who came to America in 1730, an Englishman from Ireland, was not only a soldier of the French and Indian war, but was a distinguished engineer. He surveyed the State line between Virginia and North Carolina and between Virginia, Tennessee and Kentucky. Even today some of the old stone markers may be seen with his initials, "D. C." carved upon them. Another interesting item is the fact that when Samuel Charles Candler and Miss Martha Bealle were married in Cherokee County in December, 1833,

the Indians still were numerous in Georgia and among the guests at the wedding was a noted Indian Chief of that period. Another guest was William H. Sparks, a cousin, the author of "Memories of Fifty Years in Georgia."

Asa G. Candler was born in Carroll County, December 30, 1851. The war cost him the opportunity to obtain a college education, as it cost so many boys of that period. When twenty-one years of age, in 1873, he came to Atlanta and started his business career as a clerk in the store of George J. Howard, at 47 Peachtree Street. In 1878, he married Miss Lucy Howard, the daughter of George J. Howard, with whom he was employed. Later Mr. Howard went out of business, and Mr. Candler formed a partnership with M. B. Hallman, the firm being known as Hallman and Candler. This partnership continued for several years, and then Mr. Candler bought out his associate. His next step was to form a partnership with his father-in-law, the firm being known as Howard and Candler, but later he purchased the interest of Mr. Howard, and the firm became "Asa G. Candler."

It was while at the head of this firm that Mr. Candler obtained the formula and trade mark for the drink which, when he had perfected it, became known throughout the country as Coca-Cola, and which became the basis of a business enterprise of great magnitude. For several years Mr. Candler devoted his energies to the development of this enterprise, but in 1906, with the erection of the great Candler Building, he became president of the Central Bank & Trust Corporation.

In 1916, Mr. Candler was elected Mayor of the City of Atlanta. However, having no desire for political honors, he answered this call reluctantly, and at the expiration of his term, he gladly retired to private life.

Mr. Candler has labored unceasingly for the progress of Emory University. His monetary gifts have been princely, exceeding two million dollars, and he also gave to the institution the broad and beautiful acres which constitute the campus, and the ground upon which the houses of the faculty have been built.

The latest benefaction of Mr. Candler was the large gift to the magnificent hospital now being erected in connection with Emory University. This vast edifice, dedicated to the cause of healing, will represent an investment of a million and a half dollars and it will provide facilities second to none. Mr. Candler and children contributed more than one million dollars to make this splendid institution possible. He has five children, Chas. Howard, Asa G., Jr., Walter T. and William Candler, and Mrs. Lucy Candler Heinz.

Warren A. Candler, who has the honor of being the Senior Bishop of the Methodist Episcopal Church, South, though three other members of the College of Bishops are his senior in years, was born in Carroll County August 19, 1857, and early in life displayed evidences of the religious zeal for which he became distinguished. Before he was graduated from Emory College he had been licensed to preach, and following his graduation, the first-honor man of his class, he joined the North Georgia Conference. In 1879 he was

made Presiding Elder of the Dahlonga District, being the youngest man to hold this high office in the history of the Conference. Though only twenty-two years of age, he served with conspicuous ability, and in 1881 was sent as pastor to St. John's Methodist Church in Augusta.

From Augusta, he went to Nashville as Associate Editor of the *Christian Advocate*, that great organ of Southern Methodism, serving in this capacity until 1888 when he was elected President of Emory College. He occupied this post until May, 1898, when the office of Bishop was conferred upon him. He became Senior Bishop at Hot Springs upon the retirement of Bishop Eugene R. Hendricks.

Bishop Candler was married in November, 1877, to Miss Antonette Curtright, of La Grange, Ga. There are three children, Mrs. Andrew Sledd, the wife of Dr. Andrew Sledd; John Curtright Candler, and Samuel Charles Candler the third, the first named of the sons being a lieutenant and the latter a captain in the World War.

Judge John S. Candler was born in Carroll County October 22, 1861. He graduated from Emory before he was nineteen and began life as a school teacher in DeKalb County in 1880. Shortly thereafter he began reading law in the office of the firm of which today he is the head. He was admitted to the bar in advance of his twenty-first birthday, March, 1882, and in 1886 was appointed Solicitor General of the Stone Mountain circuit by Governor John B. Gordon. He was then only twenty-five years of age. He held this position until January, 1896, when upon

the death of Judge Richard H. Clark he was appointed Judge of the Superior Courts by Governor Atkinson.

In 1902, when a vacancy arose in the office of Associate Justice of the Supreme Court, the customary convention was not called to provide for a nomination, but aspirants were allowed to run, each upon his own initiative. In this race, Judge Candler was elected by a majority of the people of the State, receiving more votes than all the other candidates, seven in number, received.

Judge Candler served as an alderman for six years, being elected each time without opposition, and was elected Mayor Pro Tem of the City three times. He also was conspicuous in the military history of the state. He was Lieutenant-Colonel on the staff of Governor A. H. Stephens, being promoted to the rank of Colonel and made Judge Advocate General of the State in 1895 by Governor McDaniel, upon the creation of this office. He was reappointed by Governor Gordon and by Governor Northern. He organized the Fifth Regiment of the Georgia National Guard in 1893 and was elected Colonel, holding the commission until March, 1901.

In 1898, Judge Candler commanded the Third Georgia Volunteer Infantry in the Spanish American war, and when America entered the World War he had the pleasure of seeing his son, Major Asa Warren Candler, carry the old Fifth Regiment to France to fight the battles of civilization on that distant soil. Judge Candler has another child, a daughter, the wife of Dr. J. Samuel Guy,

of Emory University. He was married in January, 1884, to Miss Louise Garnier, of Jacksonville, Fla., who died in 1905. Subsequently he was married to Mrs. Florida George Anderson, of Marietta. In January, 1906, after ten years upon the Superior Court Bench and as Associate Justice of the State Supreme Court, Judge Candler resigned to become the head of the firm in whose offices he studied law in the days of his youth—Candler, Thomson and Hirsch. There has been but one change in this firm, this being the admission thereto of Major Asa Warren Candler upon his graduation from the State University Law School in 1907.

Among present day citizens, none give themselves more whole-heartedly to the community than Frederic J. Paxon, who cast his lot with that of Atlanta in 1887 and at once became a virile factor in its civic life.

Mr. Paxon is a member of the firm of Davison-Paxon-Stokes Company; vice-president of the Maier & Berkle Company; vice-president Cole Book Company; a director, Lowry National Bank, the Georgia Railway & Power Company, the Atlanta Loan and Savings Bank, the Southern Mortgage Company, the Southern Photo-Material Company, etc., etc., which gives some idea of the wide diversity of his business interests.

In spite of the many claims made upon him by business associations, Mr. Paxon has found the time, and still finds the time, to give an extraordinary amount of attention to civic matters. He is president of the Atlanta Convention Bureau, an organization whose work is described

elsewhere in this volume and one which is doing more than any other instrumentality to keep Atlanta before the world. He is an ex-president of the Chamber of Commerce; former Chairman of the Executive Committee of the Boy Scouts; chairman of the Executive Committee of the Southeastern Fair Association; is vice-president of the Presidents Club, of which he was the organizer; past commandant of the Old Guard Battalion; chairman of the Board of Managers of the Georgia Training School for Boys, Milledgeville, Ga.; was the State Merchants representative in the Federal Food Administration for Georgia during the World War; organized, and was the first president of the Atlanta Retail Merchants Association; served as private in the Atlanta Grays and the Atlanta Artillery; was Lieutenant-Colonel on the staff of Governor Joseph M. Terrell for six years, and was Chief of Staff with rank of Colonel under Governors Joseph M. Brown and John M. Slaton.

Is a trustee of the Morehouse College, the Rabun Gap School, the Uncle Remus Memorial Association; ex-president of the Carnegie Library and the Atlanta Lecture Association, and was a member of the State Democratic Executive Committee from the State-at-large until 1910.

Mr. Paxon was born in Philadelphia July 22, 1865, the son of Henry Philip and Elizabeth Paxon. He is one of the most representative members of the group of business men whose boundless optimism and tireless energy has served to distinguish Atlanta for its fine civic spirit.

A man whose name is inseparably associated with the growth and development of modern Atlanta is Mell R. Wilkinson, whose zeal for community progress has never been second to his zeal for individual prosperity.

Mr. Wilkinson is president of the Ashcraft-Wilkinson Company; vice-president of the Southern States Life Insurance Company; a director in these companies and also a director in the Atlanta, Birmingham and Atlantic Railroad, the Georgia Railway & Power Company, the Lowry National Bank, the Empire Cotton Oil Company and other business institutions. He enjoys the high distinction of being life-president of the Presidents Club of Atlanta, which might be termed the pivot of all civic organizations. He is also president of the Atlanta Boy Scout Council and a member of the National Executive Board. In this connection he has rendered service of a priceless character in behalf of the boyhood of this City. He also rendered conspicuous service as president of the Atlanta Chamber of Commerce and during the World War acted as assistant secretary of agriculture without compensation, having charge of matters relating to fertilizer and agricultural implements.

While exceedingly active in all civic matters, Mr. Wilkinson has persistently declined to seek public honors. In 1906 he was petitioned by a large number of his fellow citizens to become a candidate for Mayor, but declined, his inclination being to serve at some other post without compensation.

Mr. Wilkinson was born in Newnan, Ga., on December 31, 1864, from one of the oldest colonial families in America. His father, Major Uriel B. Wilkinson, was descended from a family that had been prominent in Great Britain for more than seven hundred years, and who, before his death in 1907, had rendered to the state many years of public service of an important character. The mother of Mell R. Wilkinson was Amelia T. Spratlin, who was a member of a Virginia family whose first American representative was born in that state in 1650.

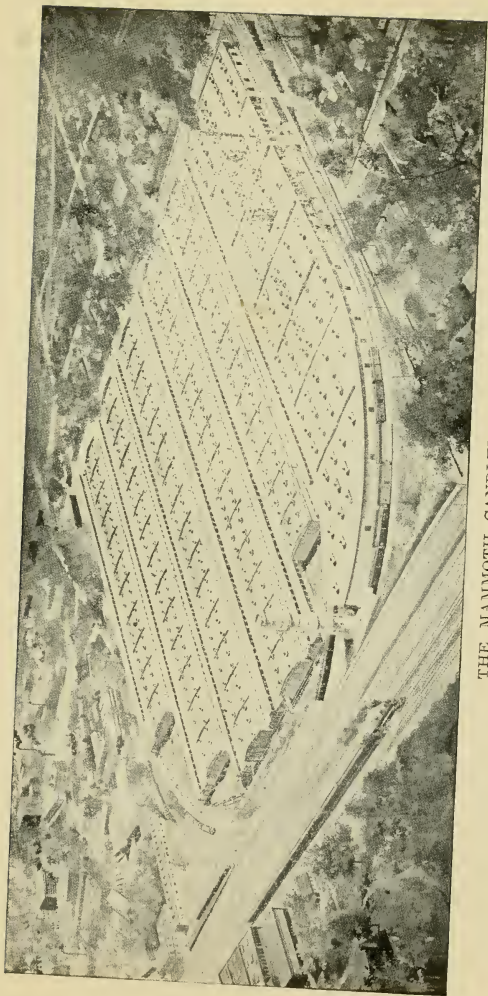
Mr. Wilkinson began his education by attending a private school at Newnan. He then attended Mercer University, going from there to the Richmond (Virginia) College. Following this he attended Moore's Business College in Atlanta. In his eighteenth year, he opened a wholesale stationery and printer's supply house on the corner where the American National Bank now stands, being associated with his brother, John R. Wilkinson. In 1886, when 22 years of age, he married Miss Annie B. VanWinkle, a daughter of Edward and Amelia King VanWinkle. His father-in-law was an inventor of great genius and ability and was extensively engaged in the manufacture of articles of his own creation. Realizing the need of assistance in financing and handling these products, Mr. VanWinkle associated himself with Mr. Wilkinson and Mr. E. P. McBurney, and organized the VanWinkle Gin and Machinery Company. Mr. Wilkinson was secretary and treasurer until 1912, during which time the com-

pany extended its operations into every part of the world where cotton is produced.

In 1912, Mr. Wilkinson and Mr. Lee Ashcraft organized the Ashcraft-Wilkinson Company, with Mr. Wilkinson's son as an associate. The company handles fertilizers and all allied products, and now owns several concerns of this kind. Some idea of the magnitude of the business may be obtained from the statement that at the outbreak of the World War, this company was the world's largest importer of potash. Mr. Ashcraft, who is vice-president of the company, formerly was general sales manager for the International Agricultural Corporation of New York.

Samuel C. Dobbs is a man who has made history in Atlanta, and his life is one that is strong in the element of romance. He was born in the Western part of Georgia, near Villa Rica, on November 8, 1869. Financially, his father had been ruined by the Civil War, and he was not able to send this son, the oldest, to school. Mr. Dobbs' entire school training was little more than one year, but he studied assiduously each night by a kerosene lamp, and with his mother as teacher. During the short time he spent in school, he earned a scholarship, but could not take advantage of this opportunity.

His father's health failed, and when Mr. Dobbs was fourteen, and he was forced to take charge of the plantation, and earn a livelihood for the family. When he was 21 years of age, he drove to Atlanta, forty-five miles distant, in an ox-cart and went to work as porter in the drug store of Asa G. Candler & Company, at a salary of one



THE MAMMOTH CANDLER WAREHOUSES

dollar per day. He continued his studies at night and also took up the study of pharmacy. He later was permitted to serve in capacity of salesman in this drug store, book-keeper, credit man, and prescription clerk.

In 1888 Mr. Candler bought the formula for Coca-Cola, and Mr. Dobbs was the first salesman to go on the road, carrying samples of this soda fountain syrup in quart bottles, and placing it with soda fountains in any quantities from a quart to a gallon. Mr. Dobbs' ability as a salesman caused Mr. Candler to place additional responsibilities upon him and he took Mr. Dobbs into the office in Atlanta as bookkeeper and credit man. He was later promoted to manager of sales, then sales and advertising manager, and was made vice-president of the company in 1916. In 1920 the Coca-Cola Company was reorganized and Mr. Dobbs was made president, in which capacity he served until he resigned November 1, 1921, to devote his time to private and personal interests.

In 1909 Mr. Dobbs was approached with reference to serving as president of the Associated Advertising Clubs. After much persuasion he consented to let his name be presented to the convention convening at Louisville, Ky. On August 1, 1909, he was elected to this office, and at that time the Association meant little more than an organization which convened once each year for a few days of real fun. It did not seem to have any definite, constructive purpose in mind. At that convention there were only 379 delegates.

Mr. Dobbs was not well known among the advertising men of this country, but he mapped out a program for the Association and devoted nearly all his time to making this the organization that it deserved to be. He saw an opportunity to do advertising generally and the whole country a real service, and he struck the key-note at the Louisville Convention—"Truth in Advertising." The Association met in 1910 at Omaha, Nebraska, and there were something like 1,000 registered delegates. Mr. Dobbs was re-elected to succeed himself, the first president in the history of the organization to serve two terms. The Association had become a serious minded body of men and was accomplishing big things in putting advertising on the proper basis with other businesses. When the Association met in Boston in 1911, there were over 2,200 registered delegates, including the biggest and brainiest men in the advertising world.

During his two years as president, Mr. Dobbs traveled 45,000 miles—at his own expense—and made more than 100 speeches to advertising clubs and advertising organizations. The first year of his administration he started an official organ for the Association—"The Voice." It was later called "Associated Advertising" and is an important factor. During his service as president, under the guidance of Mr. Herbert S. Houston, later a president of the Association, advertising study courses were installed in hundreds of advertising clubs, and in many of the big colleges and universities. Today nearly every college of any consequence is interested in this course.

Mr. Dobbs made good in a big way and placed the Association on a firm foundation, until today it is one of the strongest organizations in the world, having clubs in Cuba, Honolulu, England, and many other foreign countries.

Since Mr. Dobbs started the slogan "Truth in Advertising," many local clubs have organized Vigilance Committees, and the National Association co-operates with the local clubs, through the National Vigilance Committee, to the extent that many concerns making misrepresentations in their advertising have gone into bankruptcy, and many are now serving sentences in the State and Federal prisons for "Untruthful Advertising."

As a token of appreciation for the remarkable work he accomplished, Mr. Dobbs received at the Boston Convention in 1911, a five passenger automobile, solid silver service, a hand hammered loving cup, and many other gifts. He had gone into the Association as president almost unknown, and when he turned over the gavel at Boston he was not only a national, but an international figure in the advertising and business world.

Realizing the handicap he suffered on account of lack of education, Mr. Dobbs is devoting much time and money to sending boys and girls to school, when they are unable to finance themselves. He now has a number of these boys and girls on his list, and gets great pleasure out of the fact that he is doing them a kindness and a service.

At an expenditure of a hundred thousand dollars, he presented Emory University with a beau-

tiful dormitory, which is known as "Dobbs Dormitory."

Mr. Dobbs organized the Warrant Export Cotton Corporation of Birmingham, Alabama, and is President of this Corporation, making annual trips to Europe in its interest.

Among present day Atlantans of the finer type who are carrying this City forward to increasing greatness in the world of business, none is mentioned more frequently than Lee Ashcraft, vice-president of the Ashcraft-Wilkinson Company, and a prime mover in the civic life of the community.

Mr. Ashcraft is a native of Alabama, having been born in Clay County in 1871, a son of Andrew Jackson Ashcraft. He attended the schools of his native state, and in 1893 graduated from the Alabama Polytechnic Institute at Auburn. His first important work brought him in contact with one of the great engineering figures of the age, Colonel Goethals, who then was in charge of the building of the Muscles Shoals Canal on the Tennessee River at Florence, Ala.

Moving to Atlanta in 1910, from Florence, Ala., where he had achieved conspicuous success as a business man, Mr. Ashcraft won immediate recognition as an able executive and a tireless civic worker. During the World War he served as secretary of the State Council of Defense and as chairman of its executive committee. At the same time he served as a member of the Sulphur Committee of the War Industries Board, where he brought to bear a technical skill that was of great value.

As chairman of the Atlanta Chapter of the American Red Cross, as president of the Associated Charities, president of the Atlanta Chamber of Commerce, vice-president of the Southeastern Fair Association and vice-president of the Rotary Club, he has rendered effective community service, and is esteemed for the excellence of his works in behalf of the community in which he lives, as well as for his generosity of heart.

Mr. Ashcraft was married in 1902 to Miss Mary Bayless, of Florence, Ala., and one daughter, just entering upon womanhood, graces this union.

CHAPTER XXIV.

EDUCATION OF THE NEGRO

EXCEPTIONAL advantages are offered members of the colored race in Atlanta, where several of the leading religious denominations have established institutions that rank among the foremost of their kind in the United States. Two of these date back to 1867 and the others have been in operation for many years, with the result that their influence in shaping the life of the colored people of the South has been very great.

The Morehouse College, conducted under the auspices of the American Baptist Home Mission Society, was organized in 1870 at Augusta, Ga., being moved to Atlanta a few years later. It occupied originally a small site near the present Terminal Station, but it had grown to such proportions by 1890 that the institution was removed to its present location. The first name of Morehouse College was "The Augusta Institute." This was changed to "The Atlanta Baptist Seminary" when it was removed to Atlanta. In 1897 amendments to the charter were secured, granting full college powers, and the name was changed to "Atlanta Baptist College." The name "Morehouse College" was adopted in 1913, in honor of Rev. Henry L. Morehouse, D.D., corresponding secretary of the American Baptist Home Mission Society and an outstanding friend of the colored race. In 1918 the college became affiliated with

the general organization of the Students Army Training Corps.

A campus of thirteen acres furnishes a splendid setting for the institution. It occupies one of the highest points in the city, being 1,100 feet above sea level, and commands a fine view of the city and surrounding country. A new athletic field was provided only about a year ago, and here ample provision is made for football, baseball, tennis, track events, etc. The buildings, most of which are comparatively new and of modern design, are grouped in pleasing fashion and are well equipped for the purposes for which they were designed.

Morehouse is emphatically a Christian school and is supported by Christian people for the Christian education of young men. The Young Men's Christian Association is one of the most flourishing institutions in the college, and under its direction members are assigned to work in local Sunday schools and churches, thus obtaining practical experience in Christian labor. There are numerous other organizations for the development of mind and body, including literary societies, a glee club, debating society, orchestra, football, baseball, tennis and basketball teams, etc. Thus religious, literary and athletic activities are encouraged. Hundreds of students have gone out of this college to enter the ministry, as well as other useful fields, and it has exercised a great influence in shaping the lives of its people.

Spelman Seminary is another institution maintained by the American Baptist Home Mission Board, which does for the colored girl what More-

house College does for the boy. It, too, has done and is doing a highly constructive work for the race. A fine site, adorned by nearly a dozen well-appointed buildings, furnishes the primary equipment of Spelman Seminary.

The growth of this institution is eloquent to the fidelity with which it has done its work. Starting in 1881 in a dingy church basement, with equipment consisting of a Bible, paper and pencils, it has developed into one of the great educational institutions of the South. A graphic idea of the physical equipment as it is today may be gathered from the illustration which appears on another page. But no picture can convey an adequate idea of the work that has been and is being accomplished in shaping human materials. "To train home-makers, teachers and nurses, and to cultivate Christian character." These are the high purposes behind the institution, and its zeal has never been known to lag. A splendid new building, devoted to home economics, is helping to put the industrial side of Spelman Institute on a very high plane, making it possible to train teachers and supervisors and to give them the best along these lines. Nurse training also has made remarkable advances during the past few years, the Bessie Strong Nurses' Home being an important factor in this connection. Graduate nurses are prepared for State examination, for registration in any State, and Georgia now has a number of these graduates who may place "R.N." after their names.

The Teachers' Professional Course and the Professional Home Economics Course are ac-

credited by the State of Georgia, the graduates of Spelman receiving State certificates. The Bible is taught in every department and grade, and there is a Sunday School Teachers Training Course, open to seniors, juniors and post-graduates. Over 300 Spelman graduates hold certificates or diplomas from the Intermediate Sunday School Association.

The faculty of Spelman consists today of about 60 teachers, officers and matrons, and the value of the property is in excess of \$500,000. The president of this remarkably efficient institution is Lucy Hale Tapley, under whose direction it is moving on to increasing greatness.

Clark University is a Christian school, founded in the year 1870 by the Methodist Episcopal Church, and is still largely dependent upon that church for its financial support. It has, however, a large prospective endowment in the 350 acres of land it possesses in the outskirts of the city of Atlanta.

The prime object in its founding in 1870 was to furnish to the newly emancipated people an open door into the higher and broader realms of learning where they might have opportunity to develop mentally and spiritually. Few schools have been favored with a more desirable location for the ends to be reached. Of all the States Georgia has the largest Negro population, and by its central position, geographically, brings the other states within easy reach of the institution, while the numerous railroads radiating from the city render it easy of access to students. A more healthful location it would be difficult to find

On the campus are four large, substantial brick buildings. The main building recently completed at an approximate cost of \$215,000, contains a beautiful chapel, with seating capacity for 800, while the west wing houses a gymnasium with swimming pool and all modern equipment. Between the chapel and gymnasium is the administrative department, containing offices of the president, dean, registrar, and various class rooms on the first and second floors, while the entire third floor, well lighted and modernly equipped with laboratories, furishes ample space for the science department.

On the campus are six cottages occupied by professors and their families.

Among other buildings and occupying a commanding position, stands the Thayer Home, named for a former president of Clark University. This Home was founded and is still supported by the Woman's Home Missionary Society of the Methodist Episcopal Church for the training of young women in the essentials of home-making, and for the teaching of domestic science. The Society recently has spent \$30,000 for the enlargement and better equipment of this Home, enabling the institution to care for fifty young resident students. Enlarged and embellished, this Home now stands out one of the most beautiful and attractive buildings on the Clark University premises.

Among the oldest and best known institutions of Atlanta is the Gammon Theological Seminary, founded through the foresight of Bishop Gilbert Haven. He had the vision to see the possibilities

of such an institution, and the Freedmen's Aid Society, recognizing these possibilities, co-operated with the Bishop in acquiring a site of 500 acres for the proposed Seminary. This was in 1881 when Dr. Haven was resident Bishop in Atlanta. When this magnificent site was acquired, Clark University, which had been occupying cramped quarters, was moved thereto.

In the spring of 1882, Bishop Henry W. Warren, resident Bishop at the time, presented the cause of a trained ministry for the colored people to the Rev. Elijah J. Gammon, of Batavia, Illinois, a retired minister who had shown an intense interest in the welfare of the race. Dr. Gammon, sensing the possibilities of a great institution of the kind located in the heart of the South, gave \$20,000 to endow a chair of Theology in the Clark University, and a pledge of \$5,000 toward a new hall; the gifts being contingent only upon an additional sum of \$20,000 being raised to complete the New Hall of Theology.

Bishop Warren met this challenge promptly and the corner stone of Gammon Hall was laid on May 12, 1883, the school being opened the following October. Mr. Gammon later set aside property valued at about \$200,000 to be used as an endowment for the school; this property being administered by the Methodist Episcopal Church and its income paid to the Freedmen's Aid Society for the benefit of the institution. Gammon Theological Seminary was then made distinct and separate from Clark University. This was in 1887, since which time it has increased in greatness and in the magnitude of the work performed.

Upon his death in 1891, it was found that Rev. Gammon had made the Seminary a legatee to one-half the residuary portion of his estate. Thus he not only fostered the institution during life, but made provision for it with the approach of life's end. His wife also was profoundly interested in the work and co-operated with Mr. Gammon in all his efforts to deepen and to broaden it.

New building were added to the plant from time to time until it became the large and adequate institution of today. Graduates have gone out from year to year to all parts of the South, as well as to other quarters, and their influence undoubtedly has had a tremendous effect upon the religious life of the race. Trained not only in the theory of their calling, but given much practical work to do in and about Atlanta while passing through the Seminary, they go forth well qualified for the life of service they have undertaken.

The oldest among the institutions founded for the education of negroes is the Atlanta University, founded in 1865. The institution is beautifully situated upon the summit of a hill in the Western part of the City, and is surrounded by a campus of sixty acres. While essentially Christian, Atlanta University is non-denominational, though founded under the auspices of the American Missionary Association by Edmund Asa Ware, who was a graduate of Yale University. He became president of the institution and remained at this post until his death twenty years later. There are seven substantial build-

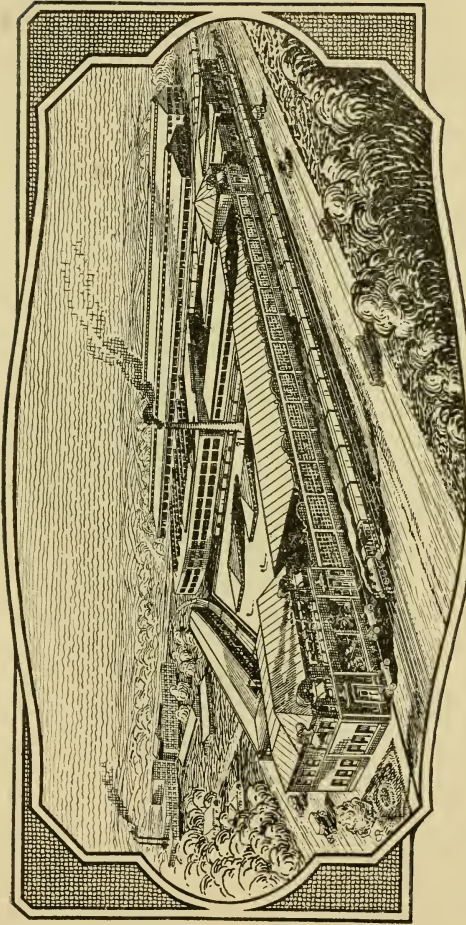
ings, the value of the property as a whole being about \$300,000. Instruction in manual training and domestic science is required of all high school students.

Another institution for colored people is the Morris Brown University, which is controlled by the African Methodist Episcopal Church. It furnishes a splendid illustration of what colored people can do for themselves under the leadership of men who are actuated by the right spirit and who are qualified for the work in which they are engaged, and is an important factor in the educational life of Atlanta as it relates to the training and uplifting of the colored race. One of the prime movers behind Morris Brown is Bishop Joseph Simeon Flipper, of Atlanta.

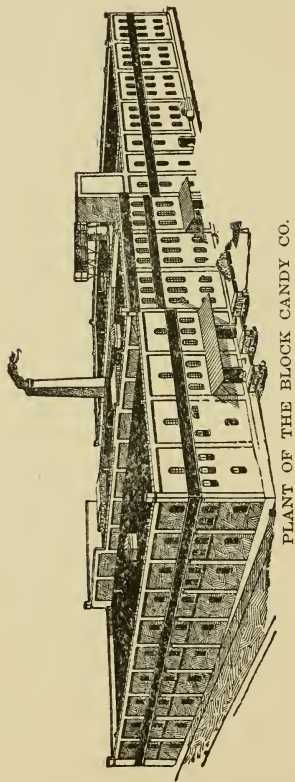
In view of the great work the negroes are doing and have been doing in the cause of education in the City of Atlanta, it was fitting that the first recognition given the negro race at a great exposition in the South, was given in the South, was given in Atlanta. Here, when the Piedmont Exposition of 1887 was held, a building was provided for the display of things created by the negro, and this building was opened with ceremonies in which many distinguished men of the white race took part. Incidentally, one of the speakers on this occasion was Booker T. Washington and it is of more than passing interest that the speech he made at that time was the one which carried him to sudden fame. Until then he was not very well known. After this speech he was one of the best known men of his race and his fame in-

creased until he was generally recognized as the foremost negro of his age.

Manifestly, the negroes of Atlanta, and of the South, for that matter, have had numerous leaders of unselfish motives and great ability, other than Booker Washington, though most of them labored without such distinguished recognition. In Atlanta one of the foremost figures among the race is Bishop Joseph Simeon Flipper, a man whose influence has been felt throughout the South, and who has been a virile factor in the development of the educational and religious life of his people. A man of remarkable attainments is Bishop Flipper. Born in 1859, when slavery still was a fact, his childhood spent amid the turmoil and uncertainty of great civil strife, he somehow managed to obtain an education, and then successively became a school teacher, a pastor, the dean of a college, (Morris Brown) then president of this college, and finally, a Bishop of the A. M. E. Church, South, being elected at Columbus, Ohio, in 1900. While progressing thus, he accumulated considerable property and is now possessed of large financial resources. A far cry, this, from the cabin home of 1859, but it is a journey the like of which an increasing number of intelligent members of his race are taking as the result of such facilities are offered members of the race in the educational institutions of Atlanta.



PLANT OF HANSON MOTOR CO.



PLANT OF THE BLOCK CANDY CO.

Chronology of Atlanta

1821-1902

IN the following pages it is the intention to bring out briefly the more important developments in the history of Atlanta, beginning with the transfer in 1821 of the land upon which the City stands and continuing until 1902, after which date events may be termed contemporaneous rather than historical. This chronology is designed to give paragraphic information upon many incidents which it has been impossible to treat more extensively in a single volume, as well as to afford the reader an easy means of acquiring a comprehensive knowledge of the City's past without the necessity of extensive research.

1821.—The land upon which Atlanta stands is conveyed to the State by the Creek Nation.

1825.—First land lottery held, the site of Atlanta passing into the hands of private owners. Land lot 78, on which the great majority of Atlanta's sky-scrapers stand, was drawn by a woman, Jane Doss.

1826.—Property drawn by Jane Doss, (202 1-2 acres,) is now owned by Mathew Henry, who purchased it from Jane Doss for \$50, or less than 25 cents an acre.

1827-1832.—These years witnessed no improvements in the land which had become private property, and the Indians roamed it at will.

1833.—Hardy Ivy erects first house on the land which is to become the site of Atlanta.

1834.—Rumors of prospective railroads penerate the wilderness.

1835.—The Central Railroad is chartered.

1836.—Work begins on Georgia Railroad, destined to be the first to reach Atlanta.

1837.—The name "Terminus" is given to the future city. The first inn, "The Whitehall," is erected by Charner Humphries.

1838.—First train reaches Forsyth over new road from Macon. Eviction of Indians begins.

1839.—First store erected by John Thrasher.

1840.—Thrasher becomes discouraged and leaves, but returns later on.

1841.—First depot, a frame structure, erected. Willis Carl-

isle and wife move here, coming from Marietta, where they had just been married.

1842.—First child born in Terminus, daughter of Mr. and Mrs. Willis Carlisle. Western & Atlantic Railroad reaches Marietta; first train run there from Terminus.

1843.—Name of town changed to Marthasville in honor of the daughter of Governor Lumpkin. Municipal government created with five commissioners in charge.

1844.—First industry, a saw mill, established by Jonathan Norcross. Hon. John C. Calhoun visits Marthasville and makes glowing prophecy concerning its future. John Thrasher, who had abandoned the town returns and opens store.

1845.—Name changed to Atlanta. First newspaper, The Democrat, launched. Sept. 15, first train from outside world arrives, coming from Augusta; is occasion of great celebration. Cabinet shop and coffin factory started by William Whitaker. First protracted meeting held. Movement started for formation of Atlanta Medical College. Earthenware factory started by J. R. Craver. First school opened. About 20 families now living in the town.

1846.—Arrival of first train from Macon celebrated. Three new weeklies started. The Luminary, The Enterprise and Southern Miscellany. First brick hotel, The Atlanta, erected.

1847.—"City" charter is obtained by Atlanta, aldermanic system of government being installed; Moses M. Formwalt first mayor. First Sunday School organized. Joint School and Church building erected. Atlanta and West Point Railroad chartered. Methodist church and Baptist church erected. First Masonic lodge, Atlanta No. 59, organized Oct. 26; Mt. Zion Royal Chapter of Masons organized. Episcopal Church organized. Two new schools, private, opened. First

bank started by John F. Mims, agent of the Georgia Railroad.

1848.—First foundry and machine shop erected by A. Leyden, S. H. Ellis, Richard Peters and J. F. Mims. Council authorizes first sidewalk, to be built of wood. First Baptist church formally organized; also First Presbyterian. Masonic Lodge No. 28, organized. First Methodist Sunday School organized; Wesley Chapel dedicated by Bishop James O. Andrews. Board of Health elected. Macon bank establishes branch in Atlanta.

1849.—First daily newspaper, The Intelligencer, is started. B. F. Bomar elected mayor. First telegraph office opened in May; first commercial message sent to Philadelphia by Dr. E. K. Cane, arctic explorer. W. F. Martin now manufacturing buggies and wagons. Western & Atlantic Railroad completed to Chattanooga in December. Atlanta and West Point Railroad completed, making fourth line entering city.

1850.—Willis Buell elected mayor. Offer of \$1,000 and a site made for permanent location of fair of Southern Agricultural Association. The Church of Christ organized. First State Fair held. N. E. Gardner begins manufacture of buggies and wagons. Mills & Andrews start harness factory. William Whitaker begins manufacture of furniture.

1851.—Jonathan Norcross installed as Mayor. First volunteer fire department organized, Atlanta Fire Company, No. 1. Ordinance passed requiring all houses to be provided with a ladder and two buckets as a precaution against fire. Digging of three wells authorized by council. Agitation for erection of city hall begins. Church of the Immaculate Conception organized. Butter selling from 15 to 20 cents a pound; ham 14 to 15 cents; bacon 7 to 8 cents; cotton 6 to 9 cents. Evans Chapel, Methodist, founded. Factories multiplying—G. C. Rogers & Bros., operating tannery, John Wil-

liamson manufacturing tinware, Williams Bros., manufacturing furniture and matches. Emmel and Cunningham manufacturing candy. Five private schools opened during year.

1852.—I. F. Gibbs elected mayor. The Bank of Atlanta organized. Industrial expansion continues—Copper stills being made by Formwalt & Tomphson; hat factory has been opened on Decatur street; freight cars and cotton gins are being made by Joseph Winship, together with sash and doors; a book bindery has been started by William Kay, and a large flour mill has been erected by Richard and W. G. Peters. Erection of the Fulton House, a three-story hotel, begins at Alabama and Pryor streets.

1852.—J. F. Mims elected mayor, receiving 369 votes—the town is growing and a night police force of three men is inaugurated. Street lamps, oil burning, are authorized, the same to be maintained by the citizens. Mission Sunday school which developed into the Trinity Methodist Church, is started. Second Baptist Church organized. Winship Machine Company organized. Business of Georgia Railroad depot for year is \$23,807. Fulton County created by Legislature out of portion of DeKalb. Mayor Mims resigned Oct. 29, being succeeded by William Markham. Talmadge & Kirkpatrick start furniture factory; Gilbert & Strong operating planing mill and manufacturing beds.

1854.—William Butts elected mayor. Major George Shaw, veteran of the War of 1812, dies. Whitehall street ordered paved with macadam. Night police force increased to six men. Citizens neglect to fill oil lamps and agitation for gas plant begins. Corporate limits extended. Mayor authorized to prepare corporate seal for city. First engine house erected at a cost of \$800. The "go-get-it" habit forming, as movement is launched to bring State Capital to Atlanta. City Hall erect-

ed, being opened with "grand ball." Use of City Hall granted to Medical College. Brick sidewalks ordered put down on Whitehall and Alabama streets. Atlanta Bank withstands "run" in which large sums are withdrawn. Population now 6,025. The "Trout House," first large hotel, takes out license.

1855.—The "Know-Nothing" party reaches formidable proportions and makes stiff fight for control of municipal government. Allison Nelson, Democrat, elected mayor over I. O. Daniel, "Know-Nothing," by vote of 425 to 415. Pitts & Cook begin manufacture of gins and threshing machines. Contract for gas plant executed and order placed for fifty "ornamental" lamp posts. Mayor Nelson resigns July 6, being succeeded by John Glenn. Another "run" on the Atlanta Bank, which survives after paying out about \$800,000. City first lighted by gas on Christmas Day. The Atheneum, early theatre, erected on site of Kimball House by James E. Williams. City offers \$3,000 for permanent location of State Fair. Cigar factory started.

1856.—John Glenn elected mayor. Salary of Prof. A. W. Owen, teacher of the "free school," increased to \$600 a year. City subscribes for \$3,000 of the stock of the Chattahoochee Bridge Company. Mechanics Fire Company No. 2, volunteers, organized. "Soft drink" industry begins with manufacture of "soda water" by T. W. West. Brick hotel and three stores erected on Whitehall streets by E. W. Holland. Bank of Fulton organized. Georgia Railroad & Banking Company opens branch bank. J. M. Mims, former mayor, dies.

1857.—William Ezzard elected mayor. Fulton Lodge No. 216 organized. City subscribes for \$100,000 of the capital stock of the Georgia Air Line Railroad, running to Charlotte, N. C. Indebtedness of city now \$46,315.77. Council authorizes 25 additional street lamps. Fire

limits adopted. Steps taken to organize Y. M. C. A. Atlanta & West Point Railroad completed. Atlanta Rolling Mill started; was here that iron for the famous "Merrimac" was rolled. Broom factory started. Stewart & Austin begin erection of flour mill. Whisky distillery and brewery started. Pitts & Cook build planing mill. Elighth hotel, "The National," erected.

1858.—L. J. Glenn elected mayor. Local mechanics make vigorous protest to city council against use of slave labor in industrial plants. Additional subscription of \$100,000 to stock of Air Line Railroad authorized by vote of the people. Ordinance passed requiring cattle to be kept up at night. Y. M. C. A. organized and work started under leadership of B. H. Overby, president, and N. J. Hammond, secretary. Central Presbyterian church organized. Merchants protest against alleged rate discriminations by railroads. David Crockett hanged for murder of a farmer named Landrum, robbery being the motive of the crime; first execution in Atlanta.

1859.—L. J. Glenn re-elected mayor; reports finances in good shape, city having paid off floating debt of \$3,000. Gas company, in which city holds \$19,000 of stocks, pays 10 per cent dividend. Tallulah Fire Company No. 3, organized; another volunteer company. Local slave dealers protest against intrusion of outside dealers; ask that heavy license be imposed. City suffers from wood famine. Business men begin active fight against rate discriminations. Willis Carlisle, City Marshal, and father of first child born in Atlanta, dies. Agitation for free public schools begins. L. S. Blake killed while assisting in fighting fire on Alabama street; first fire fighter to lose his life in city. Jefferson Davis, then United States Senator, arrested in Atlanta "on suspicion," much to the embarrassment of the mayor. Salary of the mayor in-

creased from \$500 to \$1,000 per year. Planters Hotel erected.

1860.—William Ezzard elected mayor. City subscribes for \$300,000 of Georgia Western Railroad stock. Stephen A. Douglas visits Atlanta and makes speech in favor of perpetuating Union, using language that arouses considerable feeling among Southerners. Speech followed by first steps toward organization of "Minute Men." Association of Minute Men formed Nov. 8, with many prominent citizens enrolled. Central Presbyterian Church building completed. City given authority to tax saloons \$300 and lotteries \$500 a year. Rate agitation continues, merchants charging that railroads are in a conspiracy against Atlanta. W. W. Baldwin, ex-president volunteer fire company No. 1, dies. New Masonic temple dedicated.

1861.—W. M. and R. J. Lowrey start bank. Jared I. Whitaker defeats William Ezzard for Mayor after most acrimonious campaign in history of city, vote being 695 to 452. Delegation to state convention, which is to determine whether or not Georgia is to withdraw from the Union, elected on same day, candidates favoring withdrawal winning by large majorities. Atlanta Grays elect A. M. Wallace captain. Jan. 3 Georgia Volunteers organized. Jan. 25 Volunteer company organized. G. W. Lee, captain. Feb. 15, Jefferson Davis, newly elected president of the Confederate States of America, guest of city; given military escort to Trout House, where reception described as "most brilliant" in history of city, is tendered. Feb. 24, first Atlanta soldiers leave to join army at Savannah; 18 in party. Atlanta Grays Fulton Dragoons, Atlanta Cadets and Fulton Blues ready for action. Feb. 27, Davis Infantry organized. March 12, Alexander H. Stephens, vice-president of Confederacy, visits city and is given enthusiastic reception. Delivered brilliant address, predicting that

Ft. Sumter would surrender within ten days. April 1, Gate City Guards leave for Pensacola, William L. Ezzard, captain. April 17, Atlanta ladies organize to provide comforts for soldiers. April 18, news of secession of Virginia received with vast enthusiasm. April 19, Committee of Safety organized. April 24, Confederate Volunteers organized, L. J. Gartrell, captain. Stephens Rifles organized same day, L. J. Glenn, captain. April 26, Silver Grays organized, composed exclusively of men over 45 years of age; Hubbard Cozart, captain. Volunteer fire companies form themselves into "Home Brigade." April 29, Safe Guards organized. May 6, citizens of German extraction organize Steuben Rifles, M. L. Lichtenstadt, captain. May 8, volunteer regiment formed. May 18, Phillips Rifles formed, S. C. Rose, captain. May 24, Free Trade Rifles organized under name of Confederate Continentals, E. M. Seago, captain. May 28, Atlanta Amateurs organized for relief work, S. H. B. Oatman, superintendent. Mechanics Rifles organized, C. H. Castello, captain. July 23, Confederate Guards enter service. Aug. 9, Fulton County proclaimed banner county of state, having eleven companies in the service and the Fulton Dragoons ready to go. Oct. 7, Fulton True Blues organized, Albert Howell, captain. October 19, Whittaker Volunteers organized, M. M. Raspberry, captain. Confederate Government invited to make Atlanta Capitol, and use of public buildings tendered. Mayor Whitaker resigns to become Commissary-General of Georgia (Nov. 23), and is succeeded Dec. 13, by Thomas F. Lowe.

1862.—J. M. Calhoun elected mayor. April 12, City started by news of Andrews Raid. June 7, James L. Andrews, leader of Andrews' Raiders, executed in Atlanta. June 18, Samuel Robinson, Samuel Shavens, William Campbell, Marion A. Ross, George D. Wilson, John Scott and Perry G. Shadrack execu-

ted in Atlanta for participation in Andrews Raid. Atlanta made military post in June. Aug. 16, martial law declared by General Bragg. Mayor Calhoun appointed "Civil Governor" of Atlanta. Sept. 3, habeas corpus suspended. Oct. 16, St. Phillips Hospital and Aid Society organized. Conscription notice calls all able-bodied men between ages of 35 and 45 into military service. Oct. 16, conscripts between ages of 18 and 45 called. July 1, all persons between ages of 18 and 45 called by Mayor Calhoun to defend their homes, danger of a Federal raid being pointed out. Cost of living mounts to unprecedented figures. Tea is \$12 a pound, coffee \$3.50, meal \$2.50 a bushel, flour \$45 a barrel, eggs \$1 a dozen. Practically all industries now turned to manufacture of munitions of war. Date of city election changed to first Wednesday in December. J. M. Calhoun re-elected mayor. Small pox hospital ordered built.

1863.—Small pox situation serious; compulsory vaccination ordered. First consignment of Federal prisoners reaches city. Large sums contributed by citizens for relief work among soldiers. General Howell Cobb appointed commander of State troops, with headquarters in Atlanta. April 17, Sale of whiskey at retail prohibited. July 31, city police organized into military company. Oct. 16, Council appoints committee on entertainment of Jefferson Davis, who is to pass through city enroute to Richmond. Nov. 6, fire department gives ball for benefit of families of soldiers. Mayor Calhoun re-elected.

1864.—Citizens subscribe \$10,000 toward equipping General Morgan's men. Feb. 5, newspapers announce that Federals are planning attack upon Atlanta. April 26, Tennessee Relief Association formed, General S. R. Anderson, chairman; popular subscriptions amount to \$24,000; committee appointed to go to front and aid in relief work among soldiers. May 4, "Georgia Campaign," culmi-

nating in capture of Atlanta, opens. May 9, all persons between ages of 16 and 60 ordered to appear at city hall to be armed and equipped. May 17, troops organized for local defense undergo inspection on Marietta street under direction of Marcus J. Wright. May 23, Mayor Calhoun issues proclamation calling on all male citizens not in army to appear May 26 to be organized into companies for defense of homes. May 27, sound of enemy guns heard in Atlanta for first time. Fighting preliminary to capture of Atlanta in progress from day to day. June 10 observed as day of fasting and prayer. June 22 to 27, terrific fighting about Kennesaw Mountain. Press criticises Confederate Government for failure to provide adequate defense for Atlanta. July 15, Sherman's army has crossed the Chattahoochee River; forming line near Peachtree Creek. July 17, Major-General J. B. Hood placed in command of Confederate forces, succeeding General Johnston. (General Johnston reinstated Feb. 23, 1865). July 18, Union spy escapes from Atlanta, carrying to General Sherman news of change in Confederate commanders. Coordinated movement against Atlanta begins; City placed under military government. July 20, Confederates make desperate charge against enemy center, and attack spreads to right center; forced to retire after gaining temporary advantages. First enemy shell fell in Atlanta on this date, killing child at intersection of Ivy and East Ellis streets. July 22, "Battle of Atlanta;" Confederates take initiative in terrific assault. Federals gain high ground northeast of city and rain of shells increase. General McPherson and General W. H. T. Walker killed; Col. J. M. Brown, brother of Governor Brown, wounded fatally. Confederates begin preparations for evacuation of city. July 23, truce declared for burial of dead. July 28, desperate fighting around Ezra Church. Shelling of city continuous, causing

numerous fires and heavy loss of property. Aug. 5, Federals under General Schofield attack but are repulsed. Aug. 31, Federals succeed in cutting Atlanta off from rest of world; battle of Jonesboro fought; Sept. 1, Confederates evacuate city, destroying immense quantity of stores. Outbreak of lawlessness follows, stores being looted by uncontrollable mobs. Sept. 2, Mayor Calhoun and committee of citizens make formal surrender of city to General Sherman. Federal troops enter at once. Sept. 4, General Sherman orders civil population to leave city. Exodus begins Sept. 12, protests from General Hood and Mayor Calhoun having no effect. Nov. 10, Federals making preparations to evacuate city; bridge across Chattahoochee River burned and railroads torn up. Nov. 15, Sherman burns Atlanta and begins march to Sea. Confederates return and Atlanta is made headquarters for Fifth Military District. Dec. 10, Daily Intelligencer resumes publication. Civil population begins to return. Dec. 25, first sermon after destruction of city preached by Rev. Henry Carr Hornady, pastor First Baptist church. Work of rehabilitation is getting under way.

1865.—Mayor Calhoun continued in office. Population increasing rapidly and many places of business being opened. Easter services held in churches May 4, official confirmation received of rumor that General Lee had surrendered to General Grant. On same day the Atlanta Military Post turned over to Col. E. B. Eggleston, of United States Army. Col. Eggleston issues order prohibiting sale of intoxicating liquors to soldiers. Good order maintained. May 11, Daily Intelligencer compliments Col. Eggleston for consideration shown in relief of needy. May 16, United States flag raised in front of Col. Eggleston's headquarters; left at half mast because of death of President Lincoln. May 26, Mayor authorized to borrow \$20,000 but was unable to obtain loan. June 20, Bond is-

sue of \$20,000, in denominations of from 25 cents to ten dollars, authorized to pay expenses of operating city; bonds took the place of money to large extent. Beck & Gregg Hardware Co., founded by Tommey, Stewart & Orr. Governor Brown issues call for Legislature to assemble May 22; is arrested by order of General Wilson, Military Commander, together with Alexander H. Stephens, General Howell Cobb and B. H. Hill; Military Commander forbids assembling of legislature. June 17, James Johnson, of Chambers, appointed Provisional Governor by the President. June 29, Governor Brown, having been released from Washington prison by order of President Johnson, but not being allowed to resume duties of office, tenders resignation. Oct. 25, State Convention, called by Provisional Governor, assembles in Atlanta; ordinance of secession repealed, slavery abolished and new constitution adopted. Nov. 15, Judge Charles J. Jenkins, Democrat, elected Governor; President Johnson approves election and removes Provisional Governor. Atlanta National Bank Organized. James E. Williams elected mayor.

1866.—Jan. 5, Legislature elects Alexander H. Stephens and H. V. Johnson to United States Senate, but they were not seated. Jan. 18, Detachment of Fiftieth Illinois Regiment, on duty in Atlanta, mustered out. April 17, Members Thirteenth Connecticut Regiment, mustered out; office of Provost-Marshal abolished; soldiers leaving for homes. April 21, Gas works ready to resume operations. April 29, "Memorial Day" first observed. Two new hotels erected, with many places of business under way. Aug. 31, Class of 28 graduated at Atlanta Medical College. Proposition of George Hillyer for building street railroad accepted and right of way granted. Hebrew Benevolent Congregation organized. Atlanta Mining & Rolling Mill Company organized. Masonic Temple, left standing by Sherman, is

destroyed by accidental fire. Concordia Society formed. Small pox epidemic and compulsory vaccination in force. Legislative act extending city limits a mile and a half in all directions from depot, is approved at the polls. Fire department asks for \$13,300 to replace equipment destroyed by Union army. First fire engine purchased. Twenty-two schools now in operation. Standing walls of burned buildings, left by Sherman, are ordered pulled down. Incendiary fires having been frequent, city offers \$1,000 reward for guilty persons. Mayor Williams re-elected.

1867.—City growing with extraordinary rapidity, population now approaching 20,000. New rolling mill and numerous other industries in operation. March 15, City buys \$1,000 worth of provisions and sends to Chattanooga for relief of flood victims. Agitation for water works system begins. April 26, Council gives vote of thanks to Rev. Henry Carr Hornady for relief work among the destitute. Sunday School which developed into St. Paul's Methodist Church, organized. Mission which developed into Third Baptist Church, organized. Independent Order of Good Templars organized. Young Men's Library Association organized. Henry Jackson, president. Ordinance adopted naming and marking streets. Atlanta University opened. Dec. 28, General Pope removed as military commander; succeeded by General George M. Meade. Mayor Williams re-elected.

1868.—Agitation for removal of State Capitol to Atlanta renewed; committee appointed to prosecute matter and site for State building offered; issue presented to Constitutional Convention, then in session in Atlanta. January 16, Atlanta Constitution launched, opening vigorous fight for restoration of constitutional government. January 18, General Meade removes Governor Jenkins and State Treasurer John Jones for refusing to issue warrant for \$40,000 covering cost of state

convention; Thomas H. Ruger, Colonel of Thirty-third Infantry, United States Army, made Governor; Capt. C. F. Rockwell, of Ordinance Corps, made Treasurer. Railroads donate train loads of wood to the poor of the city. Atlanta Bible Society organized. Ladies Memorial Association formed, Mrs. John B. Gordon, president. July 4, State of Georgia is restored to the Union. July 21, Governor Bullock takes oath of office. Aug. 17, City amends petition for removal of Capital, offering use of new opera house building to State. City subscribes \$300,000 for stock in Georgia Western Railroad, taking place of \$250,000 previously subscribed. Atlanta Rubber Stamp & Stencil Works founded. Fire losses for year \$61,540; need of water works system again urged. Dec. 2, William H. Hulsey elected mayor.

1869.—City buys 42 acres as site for Fair of State Agricultural Association, paying \$4,733.12 for same. Work starts on Richmond & Danville Railroad. Fund of \$30,000 raised to bring Oglethorpe University to Atlanta; opened here on Oct. 4. School which developed into Clark University is started. Morehouse College moved from Augusta to Atlanta. Georgia Lodge No. 98, Masonic, organized. E. Van Winkle & Co., start machine shop. John H. James residence, (Governor's Mansion), erected at a cost of \$45,000. Church of Immaculate Conception erected at a cost of \$30,000. Dec. 1, William Ezard elected Mayor.

1870.—Legislature authorizes City of Atlanta to erect water works plant, two privately organized movements having failed. The Kimball House, most magnificent structure in Atlanta, erected. DeGive Opera House, famous for years, erected. Trinity Methodist Church erected. May 22, Simon W. Thornton, prominent politician, killed by train. Fulton Bag & Cotton Mills founded. Payne's Chapel, destroyed during war, rebuilt. Fifth Baptist Church

organized. Board of Education elected and first school census taken; children between ages of six and sixteen number 6,474. Board of Education authorized to buy two school sites. Sept. 1, Historic Wesley Chapel becomes First Methodist Church; corner stone of new building laid. Corner stone of new Masonic Temple laid. Post O. M. Mitchell, Grand Army of the Republic, organized. Ex-Governor Howell Cobb dies in New York. Dec. 7, D. F. Hammond elected Mayor. Population now 21,789.

1871.—R. E. Lee Fire Co., No. 4, volunteers, organized. City receives 5 per cent dividend on gas stock; 230 public lights have been installed. Chamber of Commerce appoints committee to work for erection of post office. St. Paul's Methodist Church completed. Contract let for water works, bond issue of \$440,000 authorized with which to pay for plant; litigation arises and delays construction of plant. Central Baptist Church organized; also the Fourth Baptist. Patrick Lynch, pioneer contractor, dies. Union Passenger Station erected. Building activity tremendous, four hundred structures going up during year. Oct. 23, Facing storm of criticism and probable prosecution for mismanagement of State affairs, Governor Rufus B. Bullock resigns secretly and flees the state; warrant for his arrest issued shortly thereafter. Oct. 30, Benjamin Conley succeeds Bullock as Governor. Nov. 1, Legislature convenes with Democrats in control for first time since the war. Nov. 15, Bernard Mallon, formerly of Savannah, begins labors as Superintendent of the Public Schools of Atlanta, being the first to hold this office. West End car line, first in city, put in operation. Dr. D. C. O'Keefe, known as "the father of the Atlanta public schools," dies in Gainesville. Dec. 6, John H. James elected mayor.

1872.—Public school system opened formally, with city divided into three school dis-

tricts; total registration of pupils 2,090, which is twice the estimate of the Board of Education. Jan. 12, Great rejoicing over the inauguration of Governor James M. Smith, whose entry into office marks the end of "carpet-bag" rule. Marietta street car line put in operation. Water Commission instituted with J. M. Toy, C. L. Redwine and W. B. Cox as commissioners; are authorized to execute contract for erection of water works; contractors agree to accept city bonds in payment at 85 cents on the dollar. Peachtree car line put in operation in August. Asa G. Candler, destined to become South's wealthiest citizen, locates in Atlanta, starting to work as clerk in a drug store. A wave of "spiritualism" sweeps city; Association of Spiritualists organized. Gate City Fire Company No. 5, organized. Citizens Bank of Georgia organized, John T. Grant president. Merchants Bank of Atlanta organized. James M. Ball president. Dec. 4. D. C. Hammock elected mayor.

1873.—Postmaster J. L. Dunning urges that all houses be numbered preparatory to installation of free delivery system. May 30, contract for numbering houses let to W. S. Bradburry for \$720. Bishop Gross, of Savannah, and prominent local Catholics attempt to obtain a division of public school funds for benefit of Catholic schools, but principle is held to be unsound and petition is denied by Board of Education. Markham Baptist Church and Oglethorpe University buildings rented by city for school purposes. Contract executed for installation of water works system, after much delay due to litigation etc. Democratic State Convention held in Atlanta nominating John B. Gordon to United States Senate. Three new school buildings erected, Ivy Street, Crew Street and Walker Street. Synagogue erected at cost of \$25,000. Y. M. C. A. reorganized. Walter R. Brown, president. Merritt's Avenue Methodist

church organized and building started. Atlanta Manufacturers Association organized, purpose being to make Atlanta great manufacturing center. Marietta street school built. Dec. 3, S. B. Spencer elected Mayor.

1874.—Catholics petition school board to provide Catholic teachers in public schools for instruction of Catholic children, but petition is denied, statement being made that "the strength of the public school system is in the fact that it is carried on by all the citizens in common." Richmond & Danville Railroad, now Southern, completed to Atlanta. Term of Mayor lengthened to two years. Peachtree car line extended to Ponce de Leon Springs. Whitehall street car line put in operation. Bonded debt of city \$1,923,900; floating debt \$321,424.77. Third Presbyterian Church organized. C. C. Hammock elected Mayor Dec. 2.

1875.—Assets of city inventory \$1,783,700. City paying enormous rate of interest, as high as 18 per cent in some instances. Systematic effort made to reduce interest charges, with result that highest charges are reduced to 12 per cent. The Markham House, modern hotel, erected by Col. William Markham. Water works system completed and put in operation. German Lutheran Church organized. Oct. 21, James M. Calhoun, war-time mayor and distinguished patriot, dies. The Sunny South begins publication. Atlanta Savings Bank organized. S. B. Hoyt, president

1876.—Year made notable by solution of vexing problem presented by high interest rates. Finance Committee of City Council visits New York and succeeds in borrowing money at 7 per cent. Floating debt reduced \$60,566.70. George W. Adair, E. E. Rawson and G. W. Terry elected on Water Board. Aaron Alexander, pioneer druggist, dies. Joel Chandler Harris, author, selects Atlanta as his home. First Methodist Church erected at cost of

\$70,000. Aug. 2, Democratic State Convention meets in Atlanta, nominating Alfred H. Colquitt for Governor. N. L. Angier elected mayor.

1877.—Intense excitement over election upon removal of State Capital to Atlanta; vote results, for removal, 99,147; against removal, 55,291; majority for removal, 43,946. Thus a crusade begun in 1854 is crowned with success. Legislature elects B. H. Hill to United States Senate. Catholic Library Association formed. Cost of schools, fire protection and police protection for year is \$56,518; total cost of operating city, exclusive of interest, \$110,308.37; interest charges for year amount to \$168,780.37.

1878.—President Rutherford B. Hayes and wife visit Atlanta and are given elaborate reception. Assets of City now \$1,573,800, including \$300,000 of Georgia Western Railroad stock, \$300,000 of Air Line Railroad stock, \$96,200 of gas stock and mortgage on Opera House for \$79,000. Assessed value of real and personal property in city now \$17,996,530; tax rate \$2.30 on the \$100 of assessed value. Jan. 14, Dr. J. A. Taylor, citizen of Atlanta since 1854, dies. Uniform Rank, Knights of Pythias organized. Telephone "system" installed, beginning with two 'phones. Dec. 4, William L. Calhoun, son of James A. Calhoun, war-time mayor, is elected to the office so long held by his father.

1879.—Bond issue of \$385,000 for payment of floating debts is authorized, making total bonded debt \$2,201,500. New building erected by Southern Medical College. Gate City National Bank organized, succeeding Atlanta Savings Bank; L. M. Hill, president. Thirty patrolmen now employed, the monthly salary being \$54 each. Swift Specific Company formed. Atlanta Cotton Mills organized.

1880.—L. P. Grant succeeds G. W. Terry on Water Board. City divided into five grammar school districts; school attendance 3,828, with 300 holding

tickets of admission for whom there is no room. Ex-Governor Joseph E. Brown appointed to the United States Senate by Governor Colquitt, succeeding Senator Gordon, resigned. Contract let for erection of Houston Street School. Saints Peter and Paul Catholic Church organized. March 28, Dr. William H. White, an enthusiastic citizen who brought many excursions to Atlanta from the West, dies in Iowa. Firm of Maddox & Co., formed. Building of Young Men's Library Association on Decatur street, dedicated. Henry W. Grady conducts successful campaign for re-election of Governor Colquitt. James W. English elected mayor, defeating H. I. Kimball by a vote of 1,433 to 1,379. R. J. Lowry, candidate for Alderman-at-large, opposed by A. N. Watson, a negro; latter received 93 votes, with 2,706 for Mr. Lowry. Population of city now 37,400.

1881.—Electric fire alarm telegraph system installed. "Street lamplighter" elected at a salary of \$1,700 a year. Organization formed for holding International Cotton Exposition in Atlanta. Senator Joseph E. Brown, president; resigned later to be succeeded by Gov. Alfred H. Colquitt. H. I. Kimball, pioneer advocate of exposition, sells enough stock in company on tour of the North to insure its success, local citizens having subscribed liberally. Mr. Kimball made chief executive officer of exposition company. Exposition opens Oct. 5 with 1,113 exhibits; daily average attendance 3,816; gross receipts \$262,513; disbursements, \$253,475; closed Dec. 31, having been triumphant success. Gate City Street Railroad Company organized; built car line from Kimball House to Ponce de Leon Springs. "Street Conscience" develops, resulting in creation of Board of Commissioners of Streets and Sewers, consisting of John Berkele, M. E. Maher and W. H. Venable; era of paved streets begins. Atlanta Baptist Female Seminary, afterward Spelman Seminary, is started. Nov. 24, Wil-

liam Rushton, pioneer railroad man, dies.

1882.—Pronounced agitation for more and better parks; Col. L. P. Grant offers to donate 100 acres for this purpose (property now known as Grant Park). City has 426 gas lamps and 51 oil lamps in lighting system. Metropolitan Street Railway Co., formed; line built on Pryor Street, with branch to Clark University. Southern Agricultural Works, Atlanta Cotton Seed Oil Mills, and Exposition Cotton Mills, are organized. West End and Whitehall street car lines connected, tunnel provided to avoid railroad crossing at Peters Street. Southern Medical College decides to open hospital; acquires and uses old Central Hotel on Ivy for this purpose. July 1 made "red letter day" by introduction of paid fire department and relief of volunteers who had protected the city since its founding. Matt Ryan first fire chief, with thirty-seven men under him; three steamers, four hose reels, one hook and ladder, fifteen horses and 4,000 feet of hose. Volunteer companies paid \$12.-100 by city for their equipment. First paving done by city; granite blocks being placed on Alabama Street and macadam on Peachtree and Whitehall. Dec. 6, John B. Goodwin elected Mayor over E. J. Roach, vote 1,247 and 881, respectively. State Democratic Convention, meeting in Atlanta, abolishes two-thirds rule; nominates Stephens for Governor, to which office he was elected

1883.—Atlanta Journal appears. Capital City Club organized. Unitarians organize "Church of Our Father." Fourth Presbyterian Church organized. Capital City Bank organized. Jacob Elsas, President, J. W. English, Vice-President. Oct. 12, Atlanta's most magnificent hotel, the Kimball House, is destroyed by fire, (rebuilt at cost of \$650,000.) Georgia College of Electric Medicine and Surgery (founded in 1839), removed from Macon to Atlanta. Sixth Ward established. St. Luke's Episcopal Church be-

gins erection of new building. Grace M. E. Church founded. Extensive improvements made at Grant Park, formal transfer of which has been made to city by Col. L. P. Grant. Gammon School of Theology established. West End & Atlanta Street Railway Company organized.

1884.—City attempts to solve problem of inadequate water supply by drilling artesian well at intersection of Whitehall and Peachtree Streets, going to depth of 2,044 feet; drinking fountains placed on downtown corners upon completion of well. Berean Congregational Church organized. Calhoun Street School, termed "finest in the South," is erected. Record is established for amount of paving done, the total reaching \$142,650. Mendelssohn Society organized. George Hillyer and Reuben Arnold candidates for Mayor; Hillyer wins, 2,137 to 947.

1885.—Mayor Hillyer negotiates sale of \$52,000 of city bonds at five per cent, the lowest rate on record. Legislature passes act under which Georgia Tech is founded. International Convention of Young Men's Christian Associations held in Atlanta, followed by public subscription of \$75,000 for erection of Y. M. C. A. building. Railroad branch of Y. M. C. A. founded. Aug. 23, Dr. Joseph Thompson, pioneer hotel man and president of Atlanta Medical College, dies. Atlanta Musical Association formed. R. O. Campbell Coal Co., organized. Electric light system inaugurated, city having 22 street lamps. Marietta street Methodist Church starts in form of mission at Ponders and Marietta streets. Seven schools now in operation for white children with three for colored. Ivy Street School built. J. R. Joyner elected Chief of Fire Department. Dec. 11, E. W. Holland, pioneer banker dies. Telephones have increased in number to 450.

1886.—City has surplus of \$183,833.22 in treasury by end

of year and credit is on high plane, as shown by sale of \$116,000 of bonds on $4\frac{1}{2}$ per cent basis. Statistical report shows capital invested in manufacturing enterprises is \$6,500,000; there are 303 enterprises employing 6,674 hands, with annual pay roll of \$2,425,000; value of manufactured products \$10,221,000. Percentage of mortality, whites 10.10; colored, 23.71. Cost of operating police department for year \$49,273.91. Board of Commissioners of Streets and Sewers abolished and duties vested in Commissioner of Public Works. Dunn Machinery Co., founded. After sharp competition, Atlanta wins in contest for Technological School, citizens donating \$130,000 and site. Atlanta Banking Company organized. Central Christian Church organized. Dec. 1, J. T. Cooper elected Mayor.

1887.—Matter of providing adequate sewers receiving much attention; one and one half miles new sewers laid, making total of about 20 miles. West End Presbyterian Church organized. Neal Loan & Banking Company organized. Gate City National Bank erects building. Atlanta Bridge & Axle Company organized. Work begins on building of Georgia "Tech," main building and machinery building being under way. Piedmont Exposition Company organized, C. A. Collier, president. Exposition opened Oct. 11 with addresses by Governor John B. Gordon and Hon. Samuel Randall, of Pennsylvania. President Cleveland guest of association Oct. 22nd, visit being occasion of great popular demonstration. Estimated attendance upon exposition, 200,000.

1888.—Jan. 16, Atlanta Philosophical Association organized; text book for period, "Spencer's First Principles." Manufacturers Association reorganized, E. P. Howell, president. Car line built from Marietta to Peachtree, passing Technological School. Hebrew Orphan's Asylum building erected. Fulton County Con-

federate Veterans Association formed. Richmond Terminal Company buys Georgia Central road for \$12,000,000. Large influx of yellow fever refugees, (August.) City appropriates \$5,000 for sanitary improvements, but quarantine is not imposed because of well-known immunity of city from this disease. Sept. 4, Thomas W. Ripley, who opened a store in Atlanta in 1849, dies.

1889.—Atlanta observes total eclipse of sun. Jan. 8, John T. Glenn becomes Mayor. Feb. 4, papers "spread" story of Dick Hawes, Atlanta man, who is arrested while on honeymoon for murder of wife and two children in Birmingham. Feb. 6, Richard Peters, pioneer railroad developer and prominent and highly esteemed citizen, dies. Feb. 10, Constitution prints picture of new Capitol building, which has just been completed. March 25, Hebrew Orphans' Home dedicated; Joseph Hirsch chairman building committee. March 29, Judge Thomas Spencer, distinguished pioneer, dies. April 13, Subscription taken for Georgia Veterans' Home. April 18, Dr. Joshua Gilbert, pioneer physician, dies at advanced age. April 21, New "dummy" line projected. May 9, site for home of Confederate veterans selected. May 14, Atlanta holds first "Carnival of Flowers." June 7, fatal accident befalls J. M. Nace, citizen of Atlanta since 1858. June 7, Grand Jury urges pressing need of new jail. June 16, Atlanta visited by Loula Porter, a native daughter, who has won fame on the stage. Agnes Scott College founded. June 22, Southern Trust Co., begins business. Oct. 8, Piedmont Exposition formally opened with Governor David Bennett Hill, of New York, a guest. Georgia Female College opens. Oct. 9, name of Means High School changed to Gordon High, in honor of John B. Gordon. Nov. 19, H. K. Hunter, of New York buys street railways. Dec., Henry W. Grady elected first president of Jefferson Davis Memorial Association. Dec. 21, Atlanta Reform School opens.

Dec. 23, City shocked by death of Henry Grady, following swiftly upon his return from speaking tour. Dec. 25, Henry Grady buried; movement for Grady monument begins.

1890.—Jan. 21, Judge J. W. Calhoun elected president of Confederate Soldiers Home, succeeding Henry Grady. Feb. 9, Atlanta Chess Club formed. April 1, forerunner of "zoo" seen when children start movement to buy an elephant. March 3, Dick Hawes, executed in Birmingham for murder of wife and children, buried in Atlanta. March 24, Mrs. Benjamine Harrison, wife of the President, visits Atlanta. April 3, Women's Press Club organized. Mrs. E. S. Byington, president; Mrs. Lollie Belle Wyllie, secretary. April 24, David Mayer, treasurer Board of Education, dies. April 29, Major J. S. Lewis, distinguished soldier, dies. May 29, John R. Gramlin, distinguished citizen, dies. June 15, Georgia Tech holds first commencement. June 27, Dr. Willis Westmoreland, famous surgeon, dies. June 30, Dr. W. D. Bissell, prominent physician, dies. July 16, physicians petition Legislature to create State Board of Health. Aug. 10, Children happy over arrival of elephant; they change its name from "Nemo" to "Clio". Sept. 11, Dr. E. J. Roach, pioneer physician, dies. Sept. 22, Thomas G. Crusselle, said to be oldest citizen of Atlanta and builder of first frame dwelling, dies. Nov. 9, First inaugural takes place in new Capitol, Governor Gordon delivering seal of state to Governor W. J. Northern. Nov. 9, Col. William Markham, a resident since 1853 and builder of 88 stores and other buildings in Atlanta between that date and the opening of the Civil War; also one of the founders of the first rolling mill, and former Mayor of city, dies. Nov. 23, Rev. John Watrous Beckwith, D. D., Bishop of Georgia, dies. Nov. W. A. Hemphill elected Mayor. Dec. 16, Judge Cicero C. Hammock, twice mayor and pioneer citizen, dies. Dec. 23, cornerstone of Grady

Hospital laid with impressive ceremonies. Population of city estimated at 65,000. Telephones now number 980. City has two electric lines, the Edgewood Avenue and Fulton County lines.

1891.—New postoffice, (present City Hall), nearing completion. Jan. 18, era of unprecedented building activity is under way; bridging of Forsyth Street contributing factor. Capt. J. W. English to put \$200,000 in building on Forsyth, and S. M. Inman announces plans for \$100,000 structure in same vicinity. Feb. 3, General Robert J. Henderson, old and distinguished citizen, dies. Feb. 4, Wellborn Mitchell, Atlanta's first recorder, dies; had resided in Atlanta since 1845. Feb. 7, Jay Gould and party visit Atlanta and are elaborately entertained; visit followed by inauguration of through vestibule trains between Atlanta and New York. March 16, Decision reached to place Grady monument on Marietta Street. April 2, Henry M. Stanley, "greatest living explorer," visits Atlanta. April 3, E. C. Allen, well known grocer, attacked by wolf within sight of street lights of Atlanta. April 8, Dr. J. M. Boaring, one of Atlanta's most prominent physicians, dies. April 11, "Metropolitan Dummy" makes its first trip from Atlanta to Decatur. April 15, Benjamine Harrison, President of the United States, is entertained in Atlanta. April 21, Mrs. William Lawson Peel entertains in honor of Miss Clare de Graffenreid, who is taking leading part in movement to have the State establish a Girl's Industrial School. June 6, Bishop Gailor declines Bishopric of Georgia. June 7, J. F. Gullatt, pioneer citizen, dies. June 24, Charles M. Osburn goes on trial for murder of James M. Bradley; most sensational case in history of city. June 25, Cornerstone of "Equitable" building, pioneer "skyscraper," is laid; building, (now the Trust Company of Georgia), eight stories in height. July 9, First East Tennessee train enters city. July

13, Atlanta becomes general headquarters of West Point Terminal Company, which leases four floors in new Kiser building. July 22, James O. Harris, citizen of Atlanta for 28 years, dies. Charles M. Osburn hanged for murder of James M. Bradley. Aug. 27, Veterans' Home Bill defeated in Legislature, causing great indignation; Legislature hurries through pension bill to placate public. Sept. 7, work on foundation of Grady monument begins. Sept. 19, Electric line to Piedmont Park under consideration. Sept. 18, J. C. Kimball, pioneer, dies. Sept. 21, James High & Company open new home on Whitehall and Hunter Streets. Sept. 27, Sam Jones, great Georgia evangelist comes to Atlanta, preceded a short time by Sam Small, evangelist, who again makes Atlanta his home and starts movement for non-denominational tabernacle. Oct. 1, the Edgewood Avenue theater, second in Atlanta, opened to public. Oct. 5, first session of Law School held. Oct. 7, cornerstone of Second Baptist Church laid. Oct. 21, Grady monument unveiled with elaborate ceremonies. Nov. 3, new train, "Dixie Flyer," inaugurated, Nashville, Atlanta, St. Augustine. Nov. 12, formal dedication of Agnes Scott as Presbyterian College. Nov. 19, Mrs. Jefferson Davis and daughter, Winnie Davis, visit Atlanta; Rev. Cleland Nelson accepts Bishopric of Georgia. Boys Club organized under leadership of Mrs. E. M. Brittain. Dec. 16, City bonds in sum of \$750,000 sold in New York, carrying $4\frac{1}{2}$ per cent interest; New fire headquarters being built. Dec. 24, Ground broken for new telephone building. Highland Avenue bridge erected. Atlanta Consolidated Street Railway Company formed.

1892.—Property owners on Peachtree Street petition for asphalt pavement. Jan. 14, receivership asked for Atlanta & Florida Railroad; Strike of all express messengers on roads entering Atlanta. Jan. 14, contract awarded for new "Sta-

tion House." Jan. 17, Ex-President Cleveland passes through city on hunting trip. Jan. 21, Metropolitan Street Railway goes into hands of receiver; Work to start on new water works system. Feb. 2, Grover Cleveland in city returning from hunting trip. Feb. 4, Thomas Nelson Page visits city as guest of Young Men's Library Association. Feb. 24, movement for Federal prison in Atlanta gets under way. Feb. 27, John D. Rockefeller gives \$40,000 for school for practical training to be founded at Selman Seminary. Feb. 27, announcement made that work is to begin on Georgia Military Institute and Southern Female College at Atlanta's new suburb, "Manchester." March 1, New Cyclorama, "Battle of Atlanta," displayed and captivates the public. March 23, Mrs. T. J. Jackson, widow of General Stonewall Jackson, guest of Atlanta. April 21, Machine shop of Georgia "Tech" destroyed by fire. April 24, first passenger train over Georgia, Carolina & Northern, arrives. May 25, Grady Hospital formally dedicated. May 27, cornerstone of Home for the Friendless laid; work of Atlanta's noble women. June 25, Turner Goldsmith, old and highly respected citizen, dies, having lived nearly a century. Sept. 20, S. M. Inman gives his former home, a handsome residence of Forsyth Street to helpless children of Atlanta; to be known as "Jennie D. Inman Orphanage." Nov. 14, John B. Goodwin elected mayor. Nov. 15, Mrs. Grover Cleveland invited to become member Atlanta Chapter U. D. C. Nov. 23, City experiences meteoric shower. Dec. 2, free mail delivery begins at West End. Dec. 21, Vice-President-Elect Stevenson is guest of Atlanta. Highland Avenue bridge erected. Street car line to river put in operation.

1893.—New Forsyth Street bridge completed. Jan. 11, Col. L. P. Grant, one of Atlanta's most distinguished citizens and benefactors, dies; donor of Grant Park. Feb. 10, Grand

Theatre formally opened; erected by L. De Give, owner of Atlanta's first theatre. March 17, Capt. Hay, night watchman at West View Cemetery, attacked by lion. March 30, Dr. Henry Carr Hornady, pioneer minister and greatly beloved citizen, dies at Montazuma; pastor of First Baptist church 1861-1867, and preached first sermon delivered in Atlanta after destruction of city by Sherman. Dec. 25, 1864. April 10, Edward E. Rawson, pioneer merchant, who had served city in many capacities, dies; was one of committee which protested to General Sherman against order for civil population to vacate city. May 1, Stovall, Galloway & Co., open first wholesale hat house. May 29, Atlanta pays tribute to Jefferson Davis as remains pass through city enroute to Richmond for interment. July 22, new Forsyth Street bridge opened with elaborate ceremonies. July 25, water from Chattahoochee River finally brought to Atlanta, marking completion of great project. Oct. 8, New building of First Baptist Church formally opened. Nov. 9, World's Convention of Christian Workers held in Atlanta. Nov. 16, Major J. J. Toon, pioneer publisher, dies. Nov. 20, West End annexed to Atlanta.

1894.—Feb. 10, Atlanta newspaper men organize Press Club with Clark Howell as president. April 26, marble monument, "Lion of Atlanta," unveiled at Oakland Cemetery with elaborate ceremonies, the beautiful memorial being dedicated to "The Unknown Dead" of the Confederacy; Hon. H. H. Carlton, orator of the day; ceremonies preceded by elaborate procession, stores being closed in honor of occasion. May 1-3, International League of Press Clubs holds convention in Atlanta; entertained by local Press Club. Empire Printing & Box Co., founded. June 6, Col. Robert F. Maddox, pioneer business man, banker, outstanding figure in development of Atlanta, and greatly beloved citizen, dies. Nov. 21, work begins on Forestry Building of

Piedmont Exposition. Nov. 30, ex-Governor, ex-Supreme Court Justice and ex-Senator Joseph E. Brown dies at his home on Washington street; was Governor during war period and was appointed to Senate by Governor Colquitt in 1894. Dec. 1, corner stone of new Boy's High School laid.

1895.—Jan. 27, Judge John Erskine, who located in Atlanta in 1855, and served for nineteen years on Federal bench, dies. Jan. 31, twenty-seventh annual convention of National American Woman's Suffrage Association, opens in city with Susan B. Anthony and other distinguished leaders present. April 3, Jack Wallace, reputed at one time to be largest property owner in Atlanta, dies in Texas. April 22, cornerstone laid for Woman's Building at Exposition. April 26, Mrs. John Milledge, president of Memorial Association, dies on day she loved—Memorial Day. April 28, H. I. Kimball, pioneer developer, dies in Boston. April 29, New Lyceum Theater opened. April 30, Mrs. Ellis succeeds Mrs. Milledge as president of Memorial Association. May 3, Major Campbell Wallace, known as "Georgia's Grand Old man," dies at his home on Capitol Place. May 11, Samuel Gompers, of the American Federation of Labor, visits Atlanta. May 26, Miss Winnie Davis, "Daughter of the Confederacy," is guest of Atlanta. May 29, Washington correspondents meet in Atlanta. June 2, David J. Wylie, Sr., old and honored citizen, dies at age of 90. June 16, Governor W. Y. Atkinson stricken with appendicitis and undergoes operation. June 22, Southern buys Atlanta & Florida Road. Aug. 9, Broad Street bridge completed. Aug. 16, corner stone of Sixth Baptist Church laid. Sept. 18, Cotton States and International Exposition formally opened, 25,000 people present. Sept. 21, veterans of Confederate Army and Grand Army of the Republic unite in celebrating day at exposition. Oct. 8, the "Liberty Bell" arrives from Philadelphia and is placed on

display at Exposition. Oct. 15, American Bankers Association meets in Atlanta. Oct. 22, President Cleveland, Vice-President Stevenson and members of Cabinet, guests of Atlanta. Oct. 27, "Buffalo Bill" adds his show to Exposition attractions. Oct. 31, Exposition closes. William G. Richards, superintendent of water works in early days, dies. Thomas Wilson McArthur, pioneer citizen, dies.

1896.—Feb. 3, Shadrack Inman, old and honored citizen, dies. Feb. 8, Thomas Haverty, pioneer, dies. Feb. 11, Dr. William Simpson Armstrong, prominent physician, dies while preparing to call to order a meeting of physicians' staff at Grady Hospital. Feb. 13, Eugene V. Debs visits Atlanta and delivers address. March 5, Socratese Ivy, first male child born in Atlanta, dies. March 6, Dr. Nathan O. Harris, prominent physician, dies. May 17, most destructive fire in history of city up to this time; one person killed and three injured; 30 homes and places of business destroyed with loss of \$300,000; property known as Markham House block. May 25, George S. Thomas, distinguished Confederate veteran, dies. May 31, Dr. H. V. M. Miller, eminent surgeon, former United States Senator, and distinguished veteran of the Confederacy, dies. June 2, Erastus F. Gould, prominent business man and owner of Gould building on Decatur Street, dies. Oct. 23, Judge Charles Frederick Crisp, Speaker of the Fifty-first and Fifty-second Congress, and distinguished Georgian, dies in Atlanta, being buried at his home in Americus. Dec. 23, William Jennings Bryan, recently defeated for President, is a visitor to Atlanta. Dec. 29, Prince and Princess Khevenhullar-Metch, of Austria, pass through city on tour of world.

1897.—January 17, professor W. W. Lumpkin, widely known educator and religious worker, dies. Jan. 18, new freight depot of Western & Atlantic and Seaboard Air Line, ready for occupancy; cost \$100,000. Jan.

21, J. H. Porter, banker and philanthropist, dies. Feb. 12, Prof. Joseph E. Willet, eminent Baptist educator, dies. Feb. 13, Major Sidney Root, pioneer citizen and public benefactor, dies; Col. E. N. Broyles, distinguished lawyer, dies. March 2, John Silvey, millionaire dry goods merchant and venerable citizen, dies; Col. Cornelius R. Hanleiter, pioneer newspaper man, dies. April 27, Dr. J. S. Holliday, veteran physician and pioneer citizen, dies. May 3, City of Atlanta purchases courthouse for use as City Hall. Aug. 6, Jacobs opens second in chain of drug stores. Sept. 9, Col. I. W. Avery, pioneer newspaper man, historian and lawyer, dies from injuries received in a fall. First electrically heated street cars appear. Oct. 16, City limits extended to take in Pittsburg, Reynoldstown, Bellwood and North Atlanta. Oct. 26, Thomas J. Healey, wealthy pioneer, dies. Oct. 31, fire at plant of Georgia Cotton Oil Company does damage amounting to \$117,000. Nov. 1, Atlanta City Council adopts ordinance prohibiting the playing of football in the city limits. Nov. 5, Col. Charles Z. Bialock, prominent lawyer, dies. Nov. 22, John Ryan, Sr., pioneer dry goods merchant who located in Atlanta in 1852, dies.

1898.—Jan. 9, Semi-centennial celebrated by First Presbyterian church. Jan. 22, Dr. William A. Love, veteran physician and distinguished Mason, dies. Jan. 23, work begins on \$100,000 plant of Atlanta Milling Company. March 4, Mlle Anna Held sings in Atlanta. March 12, City accepts Cyclo-rama, "Battle of Atlanta," as gift from S. V. Grees; Secretary of War issues order creating new military depot in Atlanta, which was made headquarters for Department of the Gulf on opening of Spanish-American War. March 13, W. J. Bryan in city. March 22, Semi-centennial of First Methodist Episcopal Church of Atlanta celebrated. March 28, Judge John S. Bigby, distinguished citizen and ex-member of Congress, dies. April 4, Col.

Thomas W. Latham, prominent lawyer, dies. April 18, James Whitcomb Riley in city. April 17, New Inman Park Methodist church dedicated. May 4, 1898, Fort McPherson made prison for Spanish soldiers; fifteen officers and privates arrive, first captives among Spanish. May 13, Col. Theodore Roosevelt in Atlanta on way to Texas to aid General Wood in command of cow-boy brigade. May 21, Second Regiment of United States Volunteers, made up of Atlanta men, leaves for the front. June 18, Mrs. Clark Howell, one of Atlanta's most beloved women, dies. June 21, Col. W. C. Glenn, distinguished lawyer and brilliant orator, dies. June 22, Prof. A. N. Wilson, prominent educator, dies. July 8, another force of Atlanta soldiers leave for front; under Col. John Candler. July 18, widow of General George E. Pickett, hero of Gettysburg, visits city. July 20, Confederate Reunion bringing many distinguished visitors, including General Longstreet; attendance for week estimated at 65,000. July 28, Major John A. Fitten, dies. Aug. 1, Lieutenant Richmond Pearson Hobson, hero of the Merrimac, visits mother in Atlanta. Sept. 11, West End Baptist church dedicated. Sept. 20, Dr. E. H. Bennett, beloved pastor of First Presbyterian church, dies. Sept. 22, Second Georgia Volunteer Infantry, U. S. A. returns to city. Sept. 24, Secretary of War Alger in Atlanta to inspect Ft. McPherson. Oct. 5, James G. Woodward elected Mayor. Oct. 20, Judge Marshall J. Clarke, distinguished jurist, dies. Oct. 24, Mrs. Sarah Carlisle, widow of Willis Carlisle, and mother of first child born in Atlanta, dies. Dec. 9, Dr. Harry Huzza, prominent physician, dies in New York following operation. Dec. 14-15, City holds Peace Jubilee, President McKinley in attendance, as is Capt. R. P. Hobson, Gen. Joe Wheeler, Secretary Gage and others. Dec. 18, Jonathan Norcross, who built first saw mill in Atlanta and for many years was prominent business man, dies.

1899.—Jan. 2, Mayor Charles A. Collier succeeded by James G. Woodward. Jan. 6, E. P. Chamberlain, pioneer dry goods merchant and honored citizen, dies. Jan. 9, Mrs. E. C. Peeples, noted church worker, dies. Feb. 2, Capt. John Milledge, veteran soldier and distinguished citizen, dies. Feb. 4, Atlanta Milling Co., opens new plant, capacity \$2,500,000 worth of flour per year. March 5, Baptist Tabernacle dedicated. March 14, Judge John D. Berry, prominent Atlantan, dies at Newnan; John Thomas Glenn, distinguished lawyer, dies. March 21, Dr. K. C. Divine, prominent physician, dies. April 2, First Christian Science Church established in the South, dedicated in Atlanta. April 4, David A. Beatie, leading citizen, dies. April 8, ground broken for new Pratt Laboratory. April 10, Formal opening of club house of Atlanta Athletic Club. April 18, United States Attorney General J. W. Griggs in city to inspect site of proposed Federal prison. April 20, Col. N. J. Hammond, former Congressman and noted Georgian, dies. April 20, work of widening and improving Whitehall street begins. April 22, Dr. B. F. Walker, County Commissioner and prominent Atlantan, dies. May 2, Dr. W. J. Scott, pioneer citizen and distinguished Methodist minister, dies. May 16, James Lynch, pioneer citizen and wealthy property owner, dies. June 6, R. F. Maddox, veteran banker and distinguished citizen, dies. June 7, Gen. W. S. Walker, veteran of Mexican and Civil wars, dies. June 22, Rev. T. T. Christian, venerable minister, dies. July 4, William Jennings Bryan guest at banquet. July 13, Major John C. Courtney dies. July 15, William T. Wall, prominent business man, dies. Sept. 8, Robert Winship, pioneer manufacturer, dies. Sept. 23, Library Board decides upon location of new Carnegie Library. Sept. 29, George W. Adair, pioneer citizen and real estate man, dies. Oct. 12, first installment, \$5,000, of Carnegie's gift of \$150,000 for li-

brary, received. Oct. 18, Georgia State Fair opens with huge crowd in attendance. Oct. 24, Lieutenant Tom Brumby, Georgia hero of Battle of Manila Bay, returns to Atlanta and is given great ovation; is presented with handsome sword by people of Georgia; died in Washington less than two months later, Dec. 17; buried in Atlanta. Nov. 3, Harvey T. Phillips, prominent business man, dies. Nov. 4, Rear Admiral Winfield Scott Schley, guest of city and is presented with loving cup by citizens. Nov. 11, work begins on Whitehall street bridge. Nov. 23, Dr. Benjamin H. Catchings dies.

1900.—Bust of Andrew Carnegie presented to library by Mrs. William L. Peel. Jan. 12, Col. J. W. Rucker, leading banker, dies at Palm Beach, Fla. Jan. 14, Capitol Avenue Baptist Church dedicated. Feb. 14, Major Austin Leyden, pioneer citizen, dies. Feb. 15, Dr. John Glenn Gibson, prominent Baptist minister, dies. Feb. 19, Dr. Shaler Granby Hillyer, distinguished minister of Baptist Church, dies. Feb. 22, Paderevski in Atlanta. March 2, T. Jefferson Coolidge, Jr., of Boston, in city and announces plans for 14-story office building, Broad and Marietta Streets. March 11, John H. Martin, pioneer editor, dies. March 12, property at Courtland Avenue and Decatur Street bought by A. B. Steel for erection of office building. March 29, W. C. Sanders, capitalist, dies. April 4, William B. Lowe, financier, dies. April 9, Dr. Julian A. Hutchison, pioneer druggist, dies; James E. Williams, former mayor and president Pioneer Citizen's Society, dies. April 14, Clarence Knowles, distinguished Atlantan, dies in Pensacola, Fla. April 24, J. H. Moorefield, journalist, dies. May 7, fire destroys 34 houses and furniture factory in vicinity of Marietta street and Ponders avenue; loss \$130,000. May 22, corner stone of North Avenue Presbyterian church laid. June 6, Jay D. Edwards, distinguished Mason, dies. June 23, Dr. W. B. Stead-

ley, prominent Methodist minister, dies. July 13, Major William J. Whitley, lawyer and journalist, dies. July 19-21, Reunion of Confederate veterans who participated in the Battle of Atlanta. Aug. 27, W. L. Calhoun elected president Pioneer Citizen's Society. Sept. 2, Col. Pryor L. Mynatt, soldier, lawyer and man of letters, dies. Sept. 13, Charles Howard Williams, lawyer and journalist, dies. Sept. 28, Charles A. Collier, former mayor, dies. Sept. 29, corner stone of Carnegie Library laid. Oct. 7, E. W. Marsh, distinguished pioneer, dies. Oct. 10, Southern Inter-State Fair opens. Oct. 22, General Joe Wheeler and Captain Richmond Pearson Hobson guests of city. Nov. 17, Major Joseph Van Holt Nash, Sr., distinguished Atlanta citizen, dies while attending Confederate reunion in Augusta. Nov. 16, Major George M. Harvey, veteran of the Mexican war, dies.

1901—Major Livingston Mims takes oath of office as Mayor. Jan. 19, Edgefield Brown, venerable pioneer, who resided here before Marthasville was created, dies. Feb. 16, Mrs. John Collier, widow of the late Judge John Collier and president of the Confederate Woman's Field Relief Association, who converted her home into a hospital during the Civil War, dies. Feb. 21, Markham Block again destroyed by fire; 17 houses burn with loss of \$500,000. Feb. 28, W. T. Parkhurst, pioneer citizen, dies. March 1, Capt. Ed Cox, distinguished Confederate soldier, dies. March 21, R. J. Johnson, pioneer, dies. April 5, Dr. Francis Marion Haygood, prominent Baptist minister, dies. June 3, Soldiers Home opened to veterans. July 19, Col. B. F. Sawyer, distinguished veteran and newspaper man, dies. Sept. 14, Mrs. Henry W. Grady, widow of the late journalist and orator, dies. Sept. 19, Atlantans pay tribute to memory of President McKinley, whose death is mourned by city. Sept. 30, Soldiers Home destroyed by fire. Oct. 9, Whitehall Street bridge opened for

traffic. Oct. 15, Major Samuel B. Spencer, pioneer citizen and lawyer, dies. Oct. 24, Hon. Porter King, lawyer and public spirited citizen, dies. Oct. 26, newspapers announce discovery of live alligator in "Dismal Swamp, alias the Union Depot." Nov. 6, Anderson's Lyceum Playhouse destroyed by fire. Nov. 15, Pascal J. Moran, brilliant journalist, dies.

1902.—Feb. 17, Postmaster William H. Smyth dies. April 11, Captain T. B. Neal, banker and business man, dies. May 25, Eugene C. Spalding, prominent railroad man, dies. May 29, Wu Ting Fang, Chinese Minister to United States, visits Atlanta. June 11, Walter Howard, Atlanta newspaper man, dies in Asheville, N. C. Volney A. Dunning, pioneer citizen and councilman, dies. July 13, Dr. S. G. Holland, dies. July 22, Monument to General William

H. T. Walker, Confederate, killed in the battle of Atlanta, is unveiled by Walker Memorial Association. Aug. 2, Alhambra Hotel destroyed by fire, loss \$20,000. Aug. 17, Hon. William A. Hemphill, one of Atlanta's most distinguished citizens, dies. Sept. 28, Major Edward P. McKissick, prominent hotel man, dies. Oct. 1, Capt. Evan P. Howell elected Mayor of city. Oct. 3, William McConnell, pioneer citizen, dies. Nov. 3, work begins on new Union Passenger Depot. Nov. 26, Stewart F. Woodson, pioneer business man, dies. Dec. 2, Dr. Isaac Taylor Tichenor, aged divine of Baptist church, dies. Dec. 4, Alfred E. Buck, Atlantan, United States Minister to Japan, dies. Dec. 9, fire in central Atlanta destroys 14 places of business, including Norcross building, with loss of \$325,000. Dec. 23, Col. W. T. Moyers, distinguished lawyer, dies.

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